Established February,



Vol. XXXVII. No. 5587. & GOTCH, Ludgate Circus, E.C. BATES sau Street. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDGE & Co.- Shanghai, LANE. CRAWFORD & Co., and KELLY &/ WALSH. Yokohuma, LANE, CHAW-DE C. FORBES, WM. REINERS, Esq. Shanghai,..... Ewen Cameron, Esq. LONDON BANKERS. London and County For Fixed Deposits: For 3 months, 3 per cent. per annum every description of Banking and Exchange business transacted. Offices of the Corporation, RESERVE FUND......£800,000. HEAD OFFICE-14, RUE BERGERE, LONDON, MARSEILLES, BOMBAY, LYONS. SHANGHAI, NANTES. MELBOURNE, and SYDNEY. Deposits on Terms to be ascertained on application, grants Drafts and Credits on Agent, Hongkong. Hongkong, April 12, 1881. PAID-UP CAPITAL£1,500,000.

號十月六年一十八百八千一英

HONGKONG, FRIDAY, JUNE 10, 1881.

LE CERCLE-TRANSPORTS.

THE Undersigned having been appointed

ARNHOLD, KARBERG & Co.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

nual Bonus amongst such Shareholders as

General Managers.

TANGTSZE INSURANCE ASSOCIATION. CAPITAL (Fully Paid-up).....Tls. 420,000.00 PERMANENT. RESERVE.....Tls. 230,000.00 SPECIAL RESERVE FUND. Tls. 288,936.17

April, 1881.... PHOTOGRAPH ALBUMS for Cabinets Directors. F. B. Forbes, Esq., Chairman.

TING CASES, JEWEL CASES, PERFUME CASES, HEAD OFFICE—SHANGHAL. Messrs RUSSELL & Co., Secretaries. Royal Ulster Linen NOTE PAPER and

> Messrs BARING BROTHERS & Co., Bankers. RICHARD BLACKWELL, Esq., Agent. 68 and 69. Cornhill Policies granted on Marine, Risks to all parts of the World.

> paid by them. RUSSELL & Co.,

. Hongkong, May 20, 1881.

NORTH BRITISH & MERCANTILE

. Special Acts of Parliament.

Established 1880.

THE Undersigned, Agents at Hongkong from this date.

THE Undersigned AGENTS for the above On First Class Godowns at be per cent. nett premium per-annum.

Hongkong, May 19, 1881.

CHINESE INSURANCE COMPANY

(LIMITED.)

NOTICE.

THE Company grants Policies on MARINE RISK to all parts of the World, payable at any of its Acencies. Secretary. Hongkong, April 6, 1881. Contributory Dividends are payable to

LIMITED. HEAD OFFICE-1, ROYAL EXCHANGE

Hongkong, May 3, 1881.

Insurances.

SOCIETÉ ANONYME D'ASSURANCES MARITIMES, MARSEILLE.

CAPITAL SUBSCRIBED 15,000,000 Francs. CAPITAL PAID-UP,..... 3,750,000

AGENTS of the above Company, are propared to grant Policies on MARINE RISKS to all ports of the World.

Hongkong, Sept. 25, 1880.

NOTICE.

THE Undersigned are prepared to accept Risks upon First Class Buildings and/or their Contents at 1 % annum, and other Insurances at Proportionate Rates. Shareholders are reminded that under Section No. 110 of the Articles of the Association the General Managers with the sanction of the Consulting Committee, are empowered to declare an Anshall have either directly, or through their agency or intervention, contributed busi-

JARDINE, MATHESON & Co., Hongkong Fire Insurance Co., Ltd. Hongkong, May 10, 1881.

TOTAL CAPITAL and Au-...Tls. 938,936.17 · CUMULATIONS, 2nd

M. BOYD, Esq. | WM. MEYERINK, Esq. H. PINCHVÖSS, F. D. HITCH, Esq. BAGS, WAIST BELTS, PHOTO ALBUMS, BEOT-

LONDON BRANCH:

Subject to a Charge of 12 % for Interest on Sharcholders' Capital, all the PROFITS of the Underweiting Business are annually distributed among all Contributors of Business in proportion to the Premia

INSURANCE COMPANY.

Incorporated by Royal Charter and

CAPITAL,....£2,000,000.

for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 an any Building, or on Merchandise in the same, at Current Rates. RISKS on First Class Godowns Reduced to 1 % nett premium per annum GILMAN & Co.,

Hongkong, May 10, 1881.

NÔTICE. PANY.

NORTON & Co.,

the World. In accordance with the Compuny's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not. contributed by each, the remaining third

in proportion to the net amount of Premia being carried to Reserve Fund. J. BRADLEE SMITH,

Gap82

COMPANY. (FIRE AND LIFE.)

CAPITAL, Two MILLIONS STERLING.

THE Undersigned are prepared to grant Poucies against the Risk of FIRE on

Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

For Rates of Premiums, forms of pro-posals or any other information, apply to ARNHOLD, KARBERG & Co.. Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

PRUSSIAN NATIONAL INSURANCE

Insurances.

每四十月五年已辛

COMPANY, OF STETTIN. THE Undersigned having been appointed Agents for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

Holgkory, May 10, 1881.

Shipping.

Steamers. UNIÓN LINE.

FOR YOKOHAMA. The Steamship Captain MITTOHELL, will be despatched for the bove Port on SATURDAY, the 11th Inst.,

For Freight or Passage, apply to RUSSELL & Co. Hongkong, June 9, 1881.

FOR SHANGHAL.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.) The Steamship

Captain M. J. Витонен, will be despatched as above on SATURDAY, the 11th Instant, at For Freight or Passage, apply to

· JARDINE, MATHESON & Co. Hongkong, June 7, 1881.

NOTICE, ► FOR FOOCHOW (DIRECTLY) The Steamer

Captain Jaques, will be despatched as above on SATURDAY, the 11th Instant, at 4 p.m. For Freight and Passage, apply to GEO. R. STEVENS & Co.

Hongkong, June 8, 1881. FOR AMOY, TAIWANFOO & TAMSUI The Steamship

Capt. Massmann, will be despatched for the above Ports on SATURDAY, the 11th Inst., at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, June 9, 1881. FOR HOIHOW, PAKHOI AND

HAIPHONG. The Steamship "Ping-on," Capt. McCasun, will be despatched for the above

Ports on SATURDAY, the 11th Inst., at For Freight or Passage, apply to RUSSELL & Co. Hongkoug, June 8, 1881.

FOR MANILA VIA AMOY. The Spanish Steamer Emuy,"

Captain Blanco, will be despatched for the above the 13th Inst. Ports on MONDAY Next, the 13th Inst.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, June 9, 1881.

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship

Captain T. S. GARDNER, will be despatched for the above Ports on WEDNESDAY, the 15th nst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Agents.Hongkong, June 8, 1881.

UNION LINE.

FOR NEW YORK VIA AMOY. The Steamship Captain Jones, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agente. Hongkong, June 7, 1881.

OCEAN STEAMSHIP COMPANY FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship "Hector." Capt. E. Billinge, will be despatched on or about the 12th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agente. Hongkong, May 30, 1881,

FOR SYDNEY AND MELBOURNE

(Calling at PORT DARWIN & QUEENS-LAND PORTS should sufficient inducement affer, and taking through Cargo to NEW ZEALAND.) The Eastern and Aus-

GIBB, LIVINGSTON & Co.

Shipping.

PRICE, \$24 PER ANNUM.

Steamers FOR LONDON VIA SUEZ, CANAL. Taking Cargo at through rates to NEW

YORK, HAMBURG and BREMEN.) The Steamship Captain E. F. PARR, will be despatched for the above Port on or about the 18th Instant.

Hongkong, June 10, 1881. AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO,

SAID, AND TRIESTE. (Taking Cargo at through rates to CAL-OUTTA, JEDDAH, ODESSA, and the MEDITERRANEAN PORTS.)

The Co.'s Steamship " Pollace" will be despatched as above on or about the

For Freight of Passage, apply to MELCHERS & Co.,

Hongkong, May 24, 1881.

Sailing Vessels.

FOR LONDON AND HAMBURG. The 3/3 L.1.1. German Barque "Carl Ritter." JAEGER, Master, will load here for the above Ports, and will

jell have quick despatch. For Freight, apply to VOGEL & Co.

Hongkong, June 6, 1881.

The A 1 American Back " Sarah S. Ridgioan." Townsend, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Cò. -

FOR NEW YORK. " Purmont."

M. Schröder, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

The 3/3 L.1.1. German Bark " Hansa." DENEKEN, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, May 16, 1881.

FOR NEW YORK. The 5/6 L.1.1. German Bark "Anton Günther." KUHN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, May 16, 1881.

FOR NEW YORK. The A I American Bark "Jonathan Chase," Castican, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, April 19, 1881.

FOR NEW YORK. The 3/3 A.1.1. American Bark "Henry A. Litchfield," LANPHER, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to YOGEL & Co. Hongkong, May 9, 1881.

FOR LONDON. The A 1 British Bark "Corea."

Hongkong, April 19, 1881. FOR LONDON.

The 3/3 L.1.1. German Bark "Hermann," Hermann,"

OESTERMANN, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

VOGEL & Co. Hongkong, March 21, 1881.

NOW READY.

COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the

REGINA V. PITMAN. containing the whole of the Proceedings at the Police Court, full report of the trial in Oriminal Sessions, with connected Corre spondence and comments of the Press. To which is now added a Report of the

PITMAN V. KESWICK AND OTHERS. Price per Copy, - - - 50 Chars.

China Mail OFFICE, Hongkong, April 13, 1881.

AGENTS FOR THE CHINA MAIL, LONDON :- F. Algar, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. Gordon

HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154," Leudenhall Street. • PARIS AND EUROPE:-LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—Andrew Wind, 133, Nas-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Melbourne and Sydney. SAN FRANCISCO and American Ports.

cenerally -- Bean & Black, Sun Fran-SINGAPORE, STRAITS, &c. :—SAYLE & Co., Square, Singapore. C. Heinszen & Co., Manila. CHINA:-Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co.

. Banks. HONGKONG & SHANGHAI BANKING

CORPORATION. PAID-UP CAPITAL,.....5,000,000 Dollars.

RESERVE FUND,1,800,000 Dollars. COURT OF DIRECTOR'S, Chairman .- A. McIver, Esq. • Deputy Chairman-H. L. DALRYMPLE, Esq. E. R. Belilios, Esq. | F. B. Johnson, Esq.

F. D. Sassoon, Esq. H. Hoppius, Esq. | W. S. Young, Esq. CHIEF MANAGER. Hongkong,.....Thomas Jackson, Esq. ·MANAGER.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per annum on the daily

4 per cent. 5 per cent. LOCAL BILLS DISCOUNTED. Credits granted on approved Securities,

.Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON. Chief Manager.

No. 1, Queen's Road East. Hongkong, April 19, 1881. COMPTOIR D'ESCOMPTE DE PARIS

(Incorporated 7th & 18th March, 1848.) DECOGNISED by the International Convention of 30th April, 1862. CAPITAL FULLY PAID-UP......£3,200,000

AGENCIES and BRANCHES at: . BOURBON, SAN FRANCISCO. Hongkong, CALCUTTA, HANKOW. FOOCHOW,

LONDON BANKERS: THE BANK OF ENGLAND." THE UNION BANK OF LONDON. MESSES C. J. HAMBRO & SON. The Hongkong Agency receives Fixed

all parts of the World, and transacts every description of Banking Exchange Business. E. SCHWEBLIN.

ORIENTAL BANK CORPORATION, (Incorporated by Royal Charter.)

DATES OF INTEREST ALLOWED ON DE-At 3 months notice 3% per Annum. 5%

Current Accounts kepts on Terms which hay be learnt on application. GEO. O. SCOTT, Acting Manager. Oriental Bank Corporation,

Hongkong, September 4, 1879. NOTICE.

COMPANY, LIMITED, Drepared to Accept First-CLASS RISES at 7 nett per Annum, and other Insunances at Proportionate Rates. Shareholders are reminded that the Directors have the power of distributing a certain proportion of the ascertained profits annually among such Shareholders as have contributed business to the Company. AGENCIES at all the Treaty Ports of

THE CHINA. FIRE INSURANCE

China and Japan, and at Singapore, Saigon, Penang, and Manila. A. G. STOKES, Acting Secretary. Hongkong, May 19, 1881.

Notices of Firms.

NOTICE R. HERMANN OTTE has been authorized to Sign our Firm per Pro-

Hongkong, May 18, 1881. Canton, NOTICE.

FRANCIS CASS is hereby autho-IVI rized to Sign our Firm by Procuration on and after this Date. ELLES & Co.

For Sale.

Amoy, 1st June, 1881.

For Particulars, apply to "

FOR SALE. DWELLING HOUSES, in WYNDHAM STREET, Nos. 35, 37, 39, 41, 43, 45 & on Sections B & C of INLAND LOT No. 51, belonging to the Portuguese Mission in | CALCUTTA PITH and STRAW HATS.

Agents. Hongkong, June 2, 1881. FOR SALE. TULES MUMM

CHAMPAGNE,

J. J. DOS REMEDIOS & Co.,

Pints......\$17 per 2 doz. ,, GIBB, LIVINGSTON & Co. Hongkong, February 2, 1880. · WASHING BOOKS. (In English and Charse.) VITASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office. -Price, \$1 each CHINA MAIL Office. NOW READY. PRICE, \$1.00

COMPARATIVE CHINESE FAMILY LAW!

By E. H. PARKER.

Can be obtained from KELLY & WALSH

at Shanghai and Hongkong, at LANE,

CRAWFORD & Co., Hongkong, and at the China Mail Office. Hongkong, December 6, 1879. FOR SALE on TO BE LET. ITHE desirable BUNGALOW, known as

RUSSELL & Co. Hongkong, May 20, 1881.

For Particulars, apply to

To Let.

IMMEDIATE POSSESSION-"BLUE HOUSES." NE SECOND FLOOR. ONE THIRD FLOOR. THREE BASEMENTS. Also, STORAGE (back Godowns).

Apply to FUNG-MING-SHAN. Mercantile Bank ; J. M. GUEDES, JR. Hongkong, June 6, 1881.

TO LET. NO. 2, Old BAILEY ST. And, No. 6, PEDDAR'S HILL. 2, Old BAILEY STREET, Apply to DAVID SASSOON, SONS & Co. Hongkong, May 30, 1881.

TO LET. THE DWELLING HOUSE-No. 31 WELLINGTON STREET, ROOMS in CLUB CHAMBERS, suitable for Offices or Chambers. Apply to

MODOWNS-TOLET

DOUGLAS LAPRAIK & Co.

PRAYA EAST AND WANCHAI ROAD. For Particulars, apply to _SIEMSSEN & Co. Horgkong, January 21, 1881.

Hongkong, March 26, 1881.

Intimations. NOTICE TO MARINERS.

DOVE ROCK WHISTLING BUOY. NOTICE is hereby given, that the Dove Rock Whistling Buoy was, on the 7th June, Temporarily REMOVED for REPAIRS—being replaced by a Red Buoy surmounted by a Black Spherical-Cage and will probably be in position again by

A. HUBER,

, Commissioner of Customs. Custom House, Swatow, 7th June, 1881. WANTED. PORTUGUESE BOOKKBEPER for A PORTUGUESE BOOKKEEPER for medy for Liver Complaints, Progress of One of the Coast Poets.

Answers, stating qualifications, giving Mental Depression, &c.

references and Salary expected, to be ad
ENTERIOON is warranted not to con-

dressed at once to #A. B. C.," care of this

Hongkong, May 7, 1881. THE ISSUES OF 1878 WANTED. Apply It this Owner. Hongkorg, October 4, 1880.

LANE, CRAWFORD SUMMER REQUISITES AND LUXURIES: NEUROTONE—A Nerve Tonic and Delicious Beverage, Non-alcoholic and Restorative.

RHAPSODIA—A Sparkling and Pleasant Drink. FOSTER'S CHAMPAGNE CIDER.

SPARKLING SAUMUR—equal to the Best Brands of Champagne at half the price.

For Sale.

SPARKLING SUMMER ALE—Light and Refreshing. ·CLARET of Various Crus, from \$3 per dozen INGER WINE. LEICESTERSHIRE COWSLIP WINE. TUBORO'S FABRIKKER EXPORT OL. CHABLIS. SACCONE'S SHERRIES. QUININE SHERRY.

OUR OWN "R" PORT FOSTER'S BASS and BURKE'S GUINNESS. Eno's FRUIT SALT. LAMPLOUGH'S PYRETIC SALINE, QUININE. ENANG CIGARETTES and CIGARS, for a good short Smoke. COPE'S TOBACCOS. B (in diamond) MEERSCHAUM and BRIAR PIPES.

A Good Selection of SUMMER HOSIERY. SILK and GAUZE MERINO UNDERSHIRTS and DRAWERS. BATHING DRAWERS. SWIMMING BELTS. New SCARFS and TIES for the Season. SHIRTS, COLLARS, HANDKERCHIEFS "AUTOMATON" UMBRELLAS. New WALKING STICKS. SUN UMBRELLAS. WHITE LISLE GLOVES.

CHRISTY'S & ELLWOOD'S FELT HATS, in all the New Shapes.

FANCY STATIONERY of all Kinds.

PRESENTATION BOOKS, NOVELS, &c SILBER STAND and HANGING LAMPS. AMERICAN READING LAMPS. TRAVELLING BAGS and VALISES, &c., &c., &c.

KELLY & WALSH HAVE Just RECEIVED
SULLIVAN'S "SPIRATES OF PEN-Boulger's "China," Vol. I. "Board of Trade Instructions for Surevers of Ships. Froude's "English in Ireland," Burgen's "Engineer's Guide."

Chamberlain's "Classical Poetry of the

Prescott's "Electricity and Electric

Hongkong, June 1, 1881.

Wheeler's "Practical Photography." Audsley & Bowe's "Keramic Art, of Cassell's "History of Europe," Vol. I. Thearle's "Naval Architecture." King's "War-ships of England." Rice & Besant's "Seamy Side." Beaconsfield's "Endymion." Cooke's "Billiards," new edition. Mark Twain's "Tramp Abroad."

Hongkong, May 31, 1881.

Intimations.

Satow's "New Guide to Japan."

NOTICE. "CRONEST," at VICTORIA GAP, on FIGURERS will be RECEIVED in the Spanish Consulate up to the 11th Inst., at Noon, for the CONSTRUCTION of a STEAM ENGINE compound system, with BOILER, of about 70 Horses Effective Power, with a Surface Condenser. For further Information about the space assigned to the said Engine and other Par-

ticulars, apply to the Undersigned

quested to present plans, which in case of being not admitted will be returned to the A. MENCARINI, Consul for Spain. Hongkong, 4th of June, 1881

DENTAL NOTICE.

TAR. ROGERS will be absent at SHANG-

Builders intending to Tender are re-

HAI until July 1st, when he will return to Hongkone and remain perman-Hongkong, May 9, 1881. THE SAFEST AND ONLY RELIABLE PREPARATION OF PHOSPHORUS. TAR. BRIGHT'S PHOSPHODYNE.-Best known remedy for Nervousness,

mended by the Medical Faculty. INE. BRIGHT'S PHOSPHODYNE. Only reliable Remedy for Weak and Shattered Constitutions, Nervous Debility, Depression, Lassitude, Pimples, Impoverished Blood, premature Decline; thoroughly re-establishes general bodily health. TAR BRIGHT'S PHOSPHODYNE Prepared on a new principle whereby. all possible risk is entirely prevented. Avoid Phosphorus Pills, Lozenges etc., as they

frequently contain Solid Particles of Phos. phorus, which accumulate in the system, producing Necrosis and other serious evils. T.R. BRIGHT'S PHOSPHODYNE. Being prepared from *Obsolete* Formulas they are absolutely unreliable and in some cases positively dangerous.

Agents:-Watson & Co., Hongkong Dispensary. WATSON, CLEAVE & Co., Shanghai Pharmacy.

Refuse Useless substitutes:

ENTERICON gives Immediate Relief to Indigestion, Lowness of Spirits, Wind in the Stomach, Giddiness, Palpitation of the ENTERICON gives Speedy Relief and a Permanent Cure in Nervous Debility, Spermatorrhosa, Wasting Dreams. ENTERICON is the only Rifallible Re-

tain in any form, Mercury, Opium, Ether,

Arsenic, Strychnine, or any deleterious Drug whatever.

Sold by all Wholesale and Retail Drug-

Sold Ohina by

WATSON & Co., Hongkong Dispensary.

21mo81 21mo81

WATTON, CLEAVE & Co., Shanghai.

gists throughout the Civilized World

Insurances.

POSTAGE STAMP ALBUMS.

JACQUES'S LAWN TENNIS, CROQUET,

CHESS, DRAUGHTS, and numerous other

MATHEMATICAL INSTRUMENTS

MILE'S SKETCHES, and other Fine

New Designs in PLAYING CARDS.

New MENU and NAME CARDS.

The New WHITEHALL STATIONERY

DRAWING BLOCKS and ARTIST'S

MATERIALS. 🐍

ART GOODS.

de, de,

ENVELOPES.

'Japanèse Lacquer.

READING GLASSES:

New SCRAP BOOKS.

His Majesty King George The First. A. D. 1720. prepared to grant Insurances as follows :-

Policies issued for long or short periods at current rates. Life Department. £5,000 at reduced rates.

Fire Department, '

COMPANY OF. MANCHESTER AND LONDON. - Established ,1824.

Indigestion, Liver Complaints, and all Func-Reserve Fund upwards of £ 120,000 tional Derangements; extensively used in the Army and Navy, and highly recom-Annual Income THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant.

> PANY, LIMITED. HEAD OFFICE—HONGKONG. CAPITAL, FULLY SUBSCRIBED,....\$1,000,000

are Shareholders or not.

THE LONDON ASSURANCE.

THE Undersigned having been appointed Agents for the above Corporation are Marine Department. Policies at current rates, payable either. here, in London or at the principal Ports of India, China and Australia.

Hongkong, July 25, 1872. MANCHESTER FIRE INSURANCE

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000

Hongkong, October 15, 1868. THE MAN ON INSURANCE COM-

QUAN HOI CHUNE, Esq. Kwok Yin Kai, Esq., Manager. Woo LIN YUEN, Esq., Assist: & Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, March 14, 1881. THAMES AND MERSEY MARINE

Bumpinus, London. 1HE Undersigned having been appointed the above Company are prepared to accept Life.

MARINE RISKS at Current Rates, allowing amual Discounts. - ADAMSON, BELL & Co.,

WOO LIN YUEN, Secretary,

AGENTS in HONGKONG and CHINA for first class Lives up to £1000 on a Single

Policies issued for sums not exceeding HOLLIDAY, WISE & Co.

HOLLIDAY, WISE & Co.

Insurances at current rates.

Board of Directors .: Kon Moon Wan, Esq., Chairman. R. BRIGHT'S PHOSPHODYNE BAN HUP, Esq. | LEONG ON, Esq. Sold by all Chemists throughout the K. YIN KAI, Esq. Chong Peng, Esq.

all Contributors of Business, whether they

INSURANCE COMPANY,

NEW GOODS in PLUSH :- LADIES'

INCORPORATED BY ROYAL CHARTER OF

QUEEN FIRE INSURANCE COM-

POLICIES GRANTED at current rates on MARINE RISKS to all parts of

LANCASHIRE INSURANCE

Buildings or on Goods stored therein, on If required, protection will be granted on

tralian Steamship Co.'s Case of Steamer P17

"Kenmure Castle"
will leave as above on or about the 18th For Freight or Passage, apply to

Hongkong, June 6, 1881.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

BOMBAY, ADEN, SUEZ, PORT

23rd Proximo.

FOR NEW YORK.

Hongkong, June 2, 1881. The 3/3 L.1. German Bark

ARNHOLD, KARBERG & Co. Hongkong, May 20, 1881. FOR LONDON AND HAMBURG.

IRVIN, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL & Co.

RECENT LABEL CASE OF

Orders are now being booked.

For Sale.

MacEWEN, FRICKEL & Co. TAVE RECEIVED FOR SALE, Ex Recently arrived Mail and other Steamships.

AMERICAN AND ENGLISH GROCERIES, Supplies Received by Ever

Eastern and Californian CHEESE. Boneless CODFISH. Prime HAMS and BACON. Russian CAVIARE. Eagle Brand Condensed MILK. PEACH, and APPLE BUTTER.

Pickled OX-TONGUES. Family BIG-PORK in kegs and pieces. Paragon MACKEREL in 5 lb cans. Beau Ideal SALMON in 5 tb cans. Cutting's Dessert FRUITS in 21 lb cans. Assorted Canned VEGETABLES Potted SAUSAGE and Sausage

Stuffed PEPPERS. Assorted PICKLES. MINCEMEAT. COMB HONEY in Original Frames. Richardson & Robbin's Celebrated Potted

MEAT.

MEATS. Richardson & Robbin's Curried OYSTERS. Lunch TONGUE. Asserted American SYRUPS, for Summer Drinks.

McCarty's Sugar LEMONADE. Clam CHOWDER. *Codfish BALLS. Green TURTLE in 21 lb cans.

ALIFORNIA RACKER OMPANY'S BISCUITS in &

> Fancy Sweet Mixed . BISCUITS. Ginger CAKES. Soda BISCUITS. Oyster BISCUITS

tims, and loose.

Alphabetical B I S-

Cracked WHEAT. OATMEAL.

anCORNMEAL. * BUCKWHEAT FLOUI

NEW BOOKS,-3,000 Numbers "Franklin Square" and "SEASIDE" LIBRARIES, including McCarthy's "HISTORY OR OUR OWN TIMES," " ENDYMION," and other recent Publications,

from 15 cents to 25 WILLIAMS'S "MIDDLE KINGDOM, GRIFFIS'S "MIKADO'S EMRIRE" "PARTISAN LIFE WITH MOSBY." "WEARING THE GREY." BANGROFT'S HISTORY OF THE UNITED

MOTLEY'S DUTCH REPUBLIC. JOHN OF BARNWELDT. - UNITED NETHERLANDS. THE HARP OF A THOUSAND

HARPER'S HALF HOUR SERIES. FRENCH NOVELS. Medical WORKS. School BOOKS. Presentation BOOKS. WORKS OF REFERENCE

ALBUMS of Music, with Words. ALBUMS of Pianoforte Pieces. Sheet MUSIC. Photo. ALBUMS, Etc., Etc.

STATIONERY,-For LADIES, and OFFICE use. OFFICE REQUISITES of every description.

SPECIALLY SELECTED

WINES, SPIRITS, BEER AND AERATED WATERS.

JOHN MOIR & SON'S FAMOUS HOUSEHOLD STORES

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TEYSSONEAU'S DESSERT FRUITS. SAVOURY PATE. GAME PATE.

PORK PATE. OX PALATES. HUNG (Hambro') BEEF

FRUITS for Ices. SHERBET. COCOATINA VAN HOUTEN'S COCOA. Epps's COCOA. Robinson's Groats.

GELATINE. Russia OX-TONGUES. !! French PLUMS PATE DE FOIE GRAS.

 SARDINES. Ham TONGUE and Chicken SAUSAGE.

ASPARAGUS. MACCARONI VERMICELLL SAUSAGES. MEATS.

SHIPCHANDLERY of every Description. RIGGING and SAIL-MAKING promptly executed. Hongkong, May 20, 1881.

SOUPS, &c., &c.

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE. THE'S. S. TAKASAGO MARU, Capt. Young, due here on or about the 4th June, will be despatched as above Cargo received on board and Parcels at the Office up to 6 p.m. of day of sailing. No Bill of Lading signed under \$2

All Claims must be settled on board before lelivery is taken, otherwise they will not be recognized. RATES OF PASSAGE.

Cabin Steerage Уоконама & Nagasaki, 75 SHANGITAL VIR YOKOHAMA,... 120 ,, Конв...... 95 A REDUCTION is made on RETURN CABIN CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail

Steamer at Kobe. For Turther Particulars, apply at the Company's OFFICES, PRAYA CENTRAL, West Corner Pottinger Street. H. J. H. TRIPP,

Hongkong, May 30, 1881. Occidental & Griental Steam-Ship Company.

TAKING CARGO AND PASSENGERS. TOTAPAN, THE UNITED STATES; MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE

THE OVERLAND RAILWAYS,

STEAMERS. fight S. S. OCEANIC will be despatched for San Francisco via Yokohama, on TUESDAY, 14th June, 1881, at 3 p.m. Connection being made at Yokohama,

with Steamers from Shanghai and Japan Freight will be received on board until 4 p.m. of the 13th June. All Parcel Packages should be marked to address in full and same will be received

but the Company's Office, until 5 p.m. the day previous to sailing. A REDUCTION of 25 % made on all RETURN PASSAGE ORDERS ISSUED. Consular Invoices to accompany Overland, Mexican, Central and South American

Offices addressed to the Collector of Cus-Company, No. 50a, Queen's Road Central. whence delivery can be obtained CHAS. H. HASWELL, JR.,

Hongkong, May 30, 1881.

NOTICE COMPAGNIE DES MESSAGERIES A MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA POINT DE GALLE. ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND

MARSEILLES: PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

N THURSDAY, the 16th day of June 1881, at Noon, the Company's S. S. IRAOUADDY, Commandant DIDIER. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

above places: Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th of June, 1881. (Parcels are not

the Agency's Office.) Contents and value of Packages are reauired. For further particulars, apply at the Company's Office.

to be sent on board; they must be left at

G. DE CHAMPEAUX.

Hongkong, June 3, 1881.

Intimations.

Ninth Volume of the "CHINA REVIEW."

No. 5.-Vol. IX. _OF THE_

CHINA REVIEW OF CONTAINS-

A Short Journey in Sz Ch'uan-Notices of Eminent Statesmen of the Present Dynasty. The Principle of Nature. The Rhymes of the Shi-king. Cantonese Superstitions about Infants. Notices of New Books and Literary Intel-

ligence. Notes and Queries; --Dr. Hance's Botanical Notices. Botanical Notes. "Finger" Numerals. The Feast of Lanterns at Padang. Sinologues and Chinese History.

The Chinese Character 'Seven,' Catholic Missionaries in the East. A Chinese Ode Paraphrased. Flogging of Criminals. A Corean Dictionary. Books Wanted, Exchanges, &c. Hongkong, May 21, 1881.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS. PAPERS will be thankfully received at the Sailor's Home, West Points. Hongkong, July 25, 1878.

NOTICE TO CONSIGNEES, BRITISH BARQUE "CHUSAN," FROM LONDON.

CONSIGNEES of Cargo by the abovenamed Vessel are hereby requested to send in their Bills of, Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo /impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Hongkong, June 8, 1881.

NOTICE TO CONSIGNEES. -S. S. "TAKASAGO MARU," FROM

KOBE AND YOKOHAMA. CONSIGNEES of Cargo by the above 7 Vessel are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their

Goods from alongside. Cargo impeding the discharge or remain ing on board after Tuesday, the 7th Instant, will be landed and stored at Consignees' expense and risk. No Fire Insurance will be effected.

· H. J. H. TRIRE. Mitsu Bishi Mail S. S. Coy Hongkong, June 4, 1881.

:NOTICE TO CONSIGNEES. FROM LONDON, PENANG-AND SINGAPORE:

: UNION LINE.

THE Steamship Euphrates, Captain Mir-CHELL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their

Goods from alongside. . Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. Optional Cargo will be forwarded on to

destination, unless notice to the contrary be ATLANTIC & OTHER CONNECTING given before Noon To-MORROW, the 10th All: Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be re-

> RUSSELL & Co., Hongkong, June 9, 1881.

NOTICE TO, CONSIGNEES.

THE BRITISH BARK "JAVA PACKET," FROM MAURITIUS.

CONSIGNEES of Cargo by the aboveonamed Vessel, laden with the Cargo ex Vale of Doon, from London, are requested to send in their Bills of Lading Cargo, should be sent to the Company's | for countersignature. They are hereby notified that the Cargo having been much mixed in the transhipment at Mauritius, it For further information as to Freight will be landed at Consignees', risk at the or Passage, apply to the Agency of the Hongrong Wharf & Godowns, in Wanchi, Consignees are also informed that before delivery can be obtained, they will be required to sign the General Average Bond.

> ARNHOLD, KARBERG & Co., Hongkong, June 6, 1881.

"CLARISSA B. CARVER," FROM NEW YORK.

MONSIGNEES of Cargo of above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Hongkong, May 28, 1881.

Intimations.

NEWS FOR HOME.

The Overland China Mail. (The oldest Overland Paper in China.) PUBLISHED AT THE "CHINA MAIL" OFFIC

IN TIME FOR THE ENGLISH MAIL. Containing from 72 to 84 columns of closelyprinted matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various

ports in those Countries. It contains Shipping news from Shanghai Hongkong, Canton, &c., and a complete Commercial Summary. Subscription, 50 cents per Copy (postage paid 52 cents.) \$12 per annum (postage

paid \$12.50.) Orders should be sent to GEO. MURRAY BAIN. China Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves. erms of Advertising, same as in Daily

Mr. Andrew Wind,

China Mail.

NEWS AGENT, &c. 133, NASSAU STREET, NEW YORK is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

To-day's Advertisements COMPAGNIE DES MESSAGERIES MARITIMES...

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery.

This Cargo has been landed and stored at their risk and expense. No Fire Insurance has been effected. Ex. Sindh. B M 1303, 1305/6, 3 cases Wine, Order. from Marseilles. B M 100/7, 8 cases Wine, Order, from Mar-B 1/47 4 cases Wine, Order, from Mar-

G. DE CHAMPEAUX, Hongkong, June 10, 1881/

To-day's Advertisements.

DIRECT COMMUNICATION HONGKONG AND AUSTRALIA.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. (Taking through Cargo and Passengers at

through rates for ADELAIDE and all NEW ZEALAND PODTS.) The Steamship "Charlton. Captain Erskine, is unavoidably POSTPONED

until WEDNESDAY, the 15th Instant, it For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, June 10, 1881.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Yanatsé." Commandt CHAMPENOIS will be despatched for SHANGHAI shortly after her arrival from G. DE CHAMPEAUX,

Hongkong, June 10, 1881.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Commandant REYNIBR, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe. G. DE CHAMPEAUX,

Hongkong, June 10, 1881.

NOTICE

TYTE have Established ourselves at this

Port under the Management of Ma

R. LYALL (NORTON & Co.), who is authorized to Sign our Firm. GEO. SMITH & Co., Wine and Spirit Merchants; SHANGHAI -- FOOCHOW ROAD; LONDON-21 GREAT ST. HELENS.

Queen's Road Central. Hongkong, June 1881.

Not Responsible for Debts. Netther the Captain, the Agents, nor Owners will be Responsible for Debt contracted by the Officers for Crew of the following Vessels, during their stay in Hongkong Harbour :-ALEX. NEWTON, British barque, Captain A. Newton.—Captain....

AMETHYST, American, barque, Captain J. Sleeum.—Captain. Anna Camp, American ship, Captain J. A. Gardner. - Borneo Co., Limited. 'ATALANTA, German steamer, Captain Pfaff.—Siemssen & Co.

BENALDER, British steamer, Captain J. W. Buchanan.—Gibb, Livingston & Co. C. D. BRYANT, American barque, Capt. Wm. M. Pane.—Eduard Schellhass & Co. FLODDEN, British barque, Captain A. Stroud. - Geo. R. Stevens & Co.

H. H. McGhyery, American ship, Capt. Wm. Y. Ford.—Order. HILDA MARIA, Ger. bque., Capt. J. Johann sen Harter.—Arnhold, Karberg & Co. JAVA PACKET, British barque, Capt. A. Hanson.—Arnhold, Karberg & Co.

JONATHAN CHASE, Amer. barque, Capt. H. R. Costigan.—Siemssen & Co. LAURA, German bargne, Captain P. von Ehren.—Eduard Schellbass & Co. LOCHIEL, British 3-masted schooner, Capt. D. S. Ewan. Siemssen & Co.

Louisa, Germ. 3-musted schooner, Capt. N. Schierloh.—Eduard Schollhass & Co. Minerva, German brig, Captain P. Duhme.—Melchers & Co.

OXFORDSHIRE, British steamer, Captain C. P. Jones.—Russell & 1 Co. PYRMONT, German barque, Captain Schröder.—Arnhold, Karberg & Co. Rose M., British barque, Captain D.

Black.—Eduard Schellhass & Co. Solidor, French barque, Captain Roullier.—Carlowitz & Co. ST. VINCENT, British barque, Capt. Robt Thompson.—Melchers & Öq Welle, German steamer, Captain, J. B.

Massmann.—Wieler & Co. Woodville, British barque, Capt. Lewis Rodd.—Arnhold Karberg & Co. XENIA, American barque, Captain N. Reynolds.—Rozario & Co.

SHIPPING. ARRIVALS. June 10, Claverhouse, British steamer, from Canton.

June 10, Nordstjernen, Danish steamer, from Canton. June 10, Thales, British steamer, 820, T. G. Pocock, Foochow June 7, Amoy 8, and Swatow 9, General.—Douglas Lapeark

June 10, Dale, British steamer, 645, Thompson, Bangkok June 3, General.—YUEN FAT HONG. June 10, H.M.S. Lapwing, from a cruise.

DEPARTURES.

June 10, Friedrich, for Amoy. 10, Avoca, for Singapore, &c. 10, Glaucus, for Shanghai: 10, Vortigern, for Swatow, &c. 10, Lochiel, for Whampoa. 10, Namoa, for Goast Ports. 10, Cheang Hock Kian, for Amoy. CLEARED.

Andreas, for Swatow. Corea, for London. Welle, for Amoy, &c. Birouac, for Saigon. Nordstjernen, for Manila. Ta Lee, for Nicolajefsk. Charité, for Chetoo. Takasago Maru, for Robe, &c. Alex. Newton, for Foodhow. Christine for Manila. Greyhound, for Hothow, &c.

PASSENGERS. PereThales, from Coast Ports, 1 European (dock), and 140 Chinese. Per Dale, from Bangkok, 58 Chinese.

Per Namoa, for Swatow, Mrs Lai Mar Fang : for Amoy, Mr Russell Stokes; for Foodlow, Mr Solomonoff. Per Aveca, for Singapore, &c., 318 Chi

Per Glaucus, for Shanghai, 2 Europeans and 30 Chinese. Per Vortigern, for Swatow, 32 Chinese. To DEPART. Per Bivouac, for Saigon, 30 Chinese. Per Takasago Maru, for Kobe, &c., 2

Europeans, and 3 Chinese. SHIPPING REPORTS. The British steamer Thales reports: From Foochow experienced moderate northerly winds with fine clear weather; from Amoy variable light air, aetting into a moderate northerly breeze with fine weather; from Swatow to port, variable light winds and fine weather. In Foochow S. S. Gleneagles, Killarney, Galley of Lorne, Menmuir, Bowen, Hector, Pechili, Glenfallock, Appin, and Benledi. In Amoy: S. S. Ferntower, Glenartney, and Co.'s str. Fokien. In Swatow : S. S. Larch, Europe, Hwii Ynen, Plainmeller and Cleveland, and R. C.

The British steamer Dale reports: Left Bangkok on 3rd June; experienced light variable winds and fine weather with smooth sea throughout the passage.

POST OFFICE NOTICES. MAILS will close: For YOKOHAMA.-

Per Euphrates, at 11.30 a.m., on Saturday, the 11th inst. For MANILA. row, the 11th inst.

For CHINKIANG. Per Atalanta, at 11.30 a.m. To-morrow, the 11th inst. For SHANGHAI.-

Per Moray, at 2.30 p.m., on Saturday, the 11th inst. For FOOCHOW.--Per Canton, at 3.30 p.m., on Saturday, the 11th inst. For AMOY, TAIWANFOO, AND TAM-

Per Welle, at 4.30 p.m. To-morrow, the

For HOIHOW, PAKHOI, AND HAI-Per Kang-chi, at 5 p.m. To-morrow, the For HOJHOW, PAKHOI AND HAI-PHONG.—

Per Ping-on, at 5 p.m., on Saturday, the For AMOY AND MANILA .-Per Enny, at 3.30 p.m., on Monday, the For STRAITS AND CALCUTTA .-

Per Japan, at 2.30 p.m., on Wednesday, the 15th inst. For PORT DARWIN, THURSDAY IS-LAND. COOKTOWN, BRISBANE, SYDNEY, MELBOURNE, &c.— Per Charlton, et 3.30 p.m., on Wednes-

day, the 15th inst. MAILS BY THE FRENCH PACKET .-French Contract Packet Iraouaddy will be despatched on THURSDAY, the 16th June, with Mails to and

through the United Kingdom and Europe, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery Madras, Calcutta, Aden, Egypt, Malta and Gibraltar. The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet Oceanic, will be despatched on TUESDAY, the 14th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:-

2.15 P.M. Registry ceases. 2.30 P.M. Post-Office closes, but Letters for Union Countries may be posted on hoard the Packet with Late Fee of 10 cents extra Postage until the time of orrespondence for Non-Union West Indie

or Paraguay, cannot be sent by this Hongkong, June 7, 1881. Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers. &c. :--VESSELS TO ARRIVE: AT HONOKONG: Name. $_$ Hamburg 3. Laurens, Cardiff Cardiff Sir John Lawrence, Liverpool Creswell Cardiff Huguenot,

-1, Melusine Cardiff, Penarth 2. P. G. Carvill, Liverpool Freeman. Penarth Bertha, C. F. Sargent Cardiff L'pool v. Cardit Invincible. Cardiff Cardiff 21, Astoria, London India. Cardiff Hermes Cardiff Elwell.

New York Abbie Carver, Falmouth Star of China Cardiff Denbighshire, Cardiff 24, Daniel Barnes. Cardiff Gravesenc 26. Laurel. Hamburg 30, Flora, 30, Kaisow, London Liverpool John C. Munro, Elmstone. London Clara, London Ambassador, London Cardiff. Don Quixote. Daniel Barnes, Newport New York Paul Jones, Antwerp 10. Vorwaarts (s.) Cardiff 12, Landseer, Liverpool Figaro, Penarth North American Bristol 18. Rayen, Cuxhaven 18. Nautilus,

22, New Era, 26, Lecile 28, Prudencia Hamburg 29, John R. Worcester Cardiff 29, G. F. Muntz Cardiff LOADING FOR CHINA AND JAPAN PORTS At London. - Steamers via Suez Canal. Merionethshire. Bothwell Castle. Metapedia Glenroy. Stone Nordiske. Glenearn. Sailing Vessels.

Cardiff

Cardiff

Sumatra. At Liverpool. Helen Marion Leon XIII (a.) Gustav and Oscar.

MEMOS. FOR TO-MORROW. Shipping.

Daylight .- Mitsu Bishi Mail leaves fo Noon.—Euphrates leaves for Yokohama. 3 p.in. -- Moray leaves for Shanghai. 4 p.m. - Canton leaves for Foochow. 5 p.m .- Welle leaves for Amoy, &c.

6 p.m.—Ping-on leaves for Hollow, &c. Tenders Close. Noon. -- Tonders for construction of Steam Engine received at Spanish Consulate.

General Memoranda.

Monday, June 13:-2.30 p.m. -Meeting of Legislative Coun-4 p.m.—Emny leaves for Manila. 9 p.m.—Meeting of Victoria Lodge. TUESDAY, June 14:-

Steamer leaves for Yokohama and San Francisco. VEDNESDAY, June 15:-3 p.m. - Japan leaves for Singapore, &c. 4 p.m. - Charlton leaves for Port Darwin,

3 p.ni. —Occidental & Oriental S. S. Co.'s

Thursday Island, &c. 8 p.m.—Meeting of St. John Lodge. THURSDAY, June 16:-Noon.-French Mail leaves for Ports of

Call and Europe.

HONGKONG DISPENSARY Established A.D: 1841.

香港大樂房 A. S. WATSON & Co., Per Nordstjernen, at 11.30 a.m. To-mor- FAMILY & DISPENSING CHEMISTS. WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS DRUGGISTS' SUNDRIES, NURSERY REQUI-SITES, Toller Requisites, English, AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

70 The Manufactory is under direct and

continuous European Supervision.

Hongkong, June 1, 1876. PASSENGERS arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Austra lian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies, from these countries, are now filed for

The publication of this issue commenced at $7.30 \ p.m.$

The China Itail.

HONGKONG, FRIDAY, JUNE-10, 1881. REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL." (Per E. E. A. & C. Telegraph Co.'s Line. IRISH AFFAIRS.

London, June 8. sent to Ireland, and officers absent on leave have been recalled. The Irish vote of censure upon the Gov-

ernment for their Irish Policy has been rejected by 130 to 22 votes. A serious riot has occurred at Skull troversy. The manifesto is as follows:roads and telegraphs have been destroyed

and troops are advancing from Cork. LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected to arrive here on or about the 22nd inst., per P. M. S. City of Tokio, which brings San Francisco dates to the

DEDEFOR SERVICE AT THE UNION CHURCI

—JUNE 12TH.

Hymn 275, Tune, page 125; Psalm 146

Tune, page 192; Hymn 236, Tune page 107; Hymn 391, Tune, page 174? Hymn 307, Tune, page 140. THE Legislative Council will meet on Mon

day, the 13th June, at 2.30. p.m. THE village of Skull (mentioned in Reuter's had consideration for the Chinese mertelegam) is described as 51 miles W. S. W. of Cork, on Roaring Water Bay. It would look as if the Irish were becoming bolder and more reckless in proportion to the pains that are being taken to redress their grievances in Parliament.

WE are glad to have to record the safety of the missing boat's-crew of the steamer Elgin. Messrs Jardine, Matheson & Co. the owner's agents here, inform us that they the previous examination, and if one does have received a telegram from Singapore to | not comply he is fined one hundred taels. the effect that the Second Officer of the Elgin had reached that port in the steamer Horseguards. As the Horseguards left this port on the 3rd instant for Singapore, while the boats left the wreck of the Elgin at were again fined, this time five hundred suprise on the morning of the 30th, the taels. This regulation was not published for sunrise on the morning of the 30th, the crew must have suffered pretty severely. It is, however, matter for rejoicing that so not permitted to speak, and when we wished comparatively small loss of life has resulted to go and ask for pity, it was as if there was from this disaster to what might have taken place. The poor fellows in the Second Officer's boat must have been picked long before H.M.S. Lapwing could possibly On account of what are the regulations to have got near them. -It will be seen from our shipping list that the Laproing returned this afternoon. Our advices from Singapore explain the

apparent falling off in the run made this year by the Glencoe from Woosung to Sing boats. If every boat must go to the Custom apore, as compared with her last year. House for the cargo to be examined again, passage. After leaving Woosung she to anchor inside the Tungaha Lightship, to six o'clock unloading ships. The Custom wait for water to cross the bar. When she did start, she had the flood tide to steam the Custom House in time. It would be against round the Saddles, got into a bank necessary for the boats to anchor all night

of fog for a few hours, and then got the wind from the East and North-East as far as the Prates. After this the wind and sea hauled into the South-East; and a head sea came up from the South later on,—the result, no doubt, of the storm which passed over Manila and in which the Elgin was lost. For thirty-six hours the Glencoe was diving into this strong gale of head wind; and one day (as will be seen from the memoranda below) she did only some 264 miles. This satisfactorily explains the loss of 51 hours, on last year's run-only two days out of the seven showing a fair run under favourable conditions. The following

jottings from the log may prove inter-Tuesday, 24th May .- 0.45 p.m., Left the Red Buoy, Tide half ebb ; 2.55 p.m., Anchored inside Tungsha Lightship; 5.5 p.m., Full speed ahead; 5.24 p.m., Passed Tungsha Lightship; 8.54 p.m., Off Saddle Light, after which had fog. Wednesday, 25th, noon, 260 miles from

Red Buoy, 229 miles from Tungaha Light-Thursday, 26th, noon, a run of 318 miles. Friday, 27th, noon, a run of 322 miles. Saturday, 28th, noon, only 264 milesstrong gale ahead for thirty-six hours.

Sunday, 20th, noon, run 308 miles fresh Monday, 30th, noon, run 314 milesfresh head wind for seven hours. Tuesday, 31st, noon, run 321 miles -fine

weather, with light head wind: 85 miles from Singapore. -As we have already intimated, the Glencoe reached Singapore at 6 p.m. on the 31st; and after taking in 1130 tons of coal, she resumed her voyage at 4.45 next morning (1st June). The Captain was confident that, under reasonably favourable conditions, he would make a better passage than he did last year.

THE Russian transport Nishni Novgorod left Singapore on the evening of the 1st inst. for Vladivostock, having on board five hundred Russian prisoners for exile in Siberia. The Nishui Novgorod belongs to what is known as the "Volunteer fleet," and though while engaged under Government she flies the Naval flag of Russia, she adopts that of the Mercantile Marine as soon as her charter is over. On her return voyage she will lead

THE CUSTOMS DIFFICULTY AT

SWATOW. We have already drawn attention to the opposition shown by the Chinese merchants at Swatow against the new regulation as to the examination at the Customs shed of all cargo arriving at that port. In the letter addressed by the Guild to the foreign merchants (the gist of which we have already given), the onus of providing a remedy for the alleged grievance seemed to be thrown upon the foreign Consuls in Swatow and the higher Representatives at Peking. In the manifesto, which we translate below, the native merchants adopt the usual course in such extreme cases, viz., of declining to do

business under the circumstances. The in fact, say they will shut their doors and wait till the objectionable rulo is revoked. What effect this threatened action may have, or indeed whether it will ever develop itself into action, is more than we can say, in the absence Further military reinforcements are being of all advices from the scene of dispute save the document which we translate. But the Chinese frequently bring their own officials to terms by this kind of policy. Anyhow, it is to be hoped that foreign interests may not be harmed by this con-

> (Translation.) - From the Merchants of Swatow to all

Concerning the regulations of the Foreign Customs in Swatow :-- "Steamers and vessels arriving in Swatow which have cargoes consisting of rice, bean-cake, beans, and the like, when they discharge their cargo must first load a cargo boat, which must go to the Customs for examination. After this officers will examine the cargo and the ship's papers, and permission will then be given for the cargo to be landed. When there is a miscellaneous cargo such as piece-goods, etc., it all must be taken to the Customs House for examination.

gling in such cargoes as rice and the like, and in addition vigilant Customs officials Vessels from Newchwang, Shanghai, and Chefoo, come to Swatow, and before they start from those ports their cargoes are examined; when they arrive at Swatow the Customs authorities send officers on board to examine the ship's papers and their cargoes. Then there is careful examination

of the merchandize, and therefore no neces-

suddenly altered the old regulations, and he

now requires all the cargo-boats to go to the

This month the Commissioner of Customs

sity for oppressing the merchants.

Therforegoing regulation was formerly

established by the Customs authorities, and

it has been in force for a long time. The

reason was that there was clearly no smug-

Gustom House, and this notwithstanding The Swatow merchants hearing of this presented a petition by the Commissioner of Customs, but he altogether refused to discuss matters with them. He fined them two hundred taels extra, and being two hours and a half late paying their fine, they general information before it was acted upon. Suddenly men were fined, they were no door open to us. What can we da? It is too hard to bear! Then the Commissioner seized eight or nine vessels whose cargoes had not been examined in order to recover the fines, and there was not the least delay. oppressive? Consider that the mercantile habits of Swatow are different from those of other ports. Here purchases are quickly, and the goods are divided smonger many purchasers. The cargo of the steamer is divided amongst more than a handred. shops; every day to take delivery of cargo there are a very great number of cargo. it is hard in the extreme, it is impossible to do it. Again our custom is to work till House closes at four o'clock, and what is discharged at two o'clock would not reach

shops and not to trade for a time.

to Hongkong and Shanghai. who help us will be our friends.

we will not receive the cargo-

time not to do business.

without hindrance, and therefore we address you this letter.

SUPREME COURT. IN ORIGINAL JURISDICTION.

Chief Justice.

* Friday, June 10. WUN MUT YU v. THOMSEN. -- This is case to recover damages for short delivery

of a cargo consisting of sugar, which the plaintiff says was caused by the negligence Paptain of the vessel as agent of the The Attorney General, instructed by

Messrs Sharp; Toller, and Johnson, appears for the plaintiff; and Mr Hayllar, instructed by Messrs Brereton and Wotton, for the defendant. The following is the Jury:—Messrs A. P. McEwen, John Thorburn, F. D. Sassoon

R. G. Alford, D. R. F. Crawford, R. Lyal and Archibald MacClymont. On the Court assembling to-day the At

.torney General said he wished to make a few remarks with reference to the new departure in the defence. He said his lord ship knew that under the old practice, and he believed under the practice now, a plain tiff could not be non-suited against his will, but there were few precedents bearing on the point. He wished to point out, supposing that there was good ground for non-sui upon what had been stated by his friend that was ground the whole of which turned upon the construction of the cancellation, if it was good ground for non-suit, it was also good ground for demurrer. They had been allowed to come there by the defendant and put to the expense of trial because the defendant did not take the right course The right course would be to let the trial proceed, when his Lordship if he so pleased might direct the jury to find a verdict for the defendant. This verdict to be upon evidence, reserving the point of law, and if upon the point of law, then the defendant was entitled to have a verdict entered in his favour. If the proper course had been followed they should have been allowed to proceed. If his Lordship entered a nonsuit the charges would have to be paid by the defendant.

The Judge entirely concurred in what his learned friend had said. That defence had not been raised in the answer. After giving all the consideration he could to the question he had come to the conclusion that it would be better to let the case go to the jury on the merits.

The Attorney General said it was a very large loss of cargo of that kind, and it was a loss which the surveyors attributed to other than sea damage. Coupled with that they had the fact that the Captain left without a supercargo, and that instead of assuming the responsibility the supercarge would have taken endeavoured to force that responsibility upon somebody else. held that that constituted a prima fileic

Mr Hayllar said the defendant in the case had been sued under a bill of lading and a charter party to carry a cargo from Amoy to Tientsin. He was sued for short delivery said to have been caused by negligence. At that moment he proposed to treat the charter party as an existing document, and a most important thing in that charter party was that clause four set forth that the cargo had to be brought alongside the ship at the charterer's risk and expense. had to stow and discharge the same at his own special risk and expense. The defendants had nothing to do with anything else that might occur at either end of the vovage. They found in the bill of lading as drawn that the master gave four bills of lading for the cargo at Amov and that these bills of lading contained in the marein the number of baskets of sugar to " a per charter weight" that was to say the things were to be carried and delivered

and that would incur danger of thieves, and damage by stowage or number of packages." | cargo's room. He consulted him about the | Mr Hayllar said the whole issue in the was occasioned by sea damage which no | out of his way to fish for, then let. him | evening of the 1st May, an interruption of steamer to the Custom House the navigation | briefly show them-first what the law was | He paid him more respect than he Bristow to prove this. He put it with con- by leakage &c., or for number of packages. of such boats is very difficult. There upon a bill of lading of that kind, and would: have given to the coolies. Did fidence that in this case that there was not were changed to exempt the Captain. On would be continual danger of their being secondly what really happened. The law not think it necessary to do anything to one spark or icts of proof of negligence. this point he quoted authorities. This he swamped; again, there would be hundreds with reference to the words "weight and the cargo after the storm. The chief officer The position of ship-captains would be said, merely threw upon the shipper of cargo-boats, each hong would need many contents unknown" was stated by a well keeps the ship's log. It was usual to make impossible were they to be called upon to the onus of proving what things and what men if there were not enough men to see known Judge in the Court of Exchequer. mention of the supercarge when he comes prove a universal negative in all cases number of packages had been shipped, the cargo the boats might be taken away : The person signing a bill of lading with on board (an entry was in the log to the where negligence was charged. There which had been done here. These clauses we should be rebuked by our customers, these qualifications of weight and contents effect that they had commenced to load and was a great conflict of evidence as to whe- only operated if negligence was proved. The and the merchants would be a still greater and value unknown merely meant that the that the super cargo had loaded 800 baskets). ther Chu Luk was or was not supercarge, lissues finally put to the Jury were as fear, (and there would be so much evading | weight was represented to him as so much. There was no cargo thrown overboard. If he was, the case was at end; he could follows: the law that) every vessel would be fined. but that he himself had no knowledge of The landing of the cargo occupied three not rid himself of his responsibility We bring this oppressive business clearly, the matter. He had looked through the days. He did not know that the supercargo by simply abandoning his functions. On cargo, lost by other causes than the perils stated to the notice of the great officials, law as well as his means in this Colony per- had telegraphed. He asked the supercargo this point he referred to the evidence which of the sea petitioning the Tsung Li Yamen and the mitted him, and he could not find a single if he wanted any help, and if he would showed that the shipper had left the 2. Were any of the losses due to the vessels to us; as to the vessels already con- were lost by their negligence while there. cargo at Amoy. He had no business with duty, it was always his duty when the signed, there is no help for it; they must The Captain and officers of the ship had him alone. come up to the last day of the sixth month. nothing whatever to do with the stowage of - By Mr Hayllar:—We were pumping constitute himself the agent of the character with the Ameer Abdurrahman inter-During the sixth month if you send the goods, and they were of opinion that water and mollasses out; and there- terers and as such to deal with the cargo, of landing. cargo to Swatow business will be conducted the stevedore did not understand the fore considered it to be my duty to get the occupying then a double position. This

as formerly, but if we find that after the business, more especially of laying down cargo out. I have been 21 years on the was often done. The Captain acted under Justice said he would take the gramment as receipt of this letter you have consigned dunnage. The man who had taken the coast, and have had a good deal of ex- Capt. Burnie's advice in storing the cargo to the cancellation of the documents on ships to-us, or-if-any-vessels whatever-come |-chief-part-in the stowage had been the man | perience-of-supercargoes. to us after the last day of the sixth month, who had been called the interpreter. This | By the Jury :- There was never any sign | believed the Captain, any tampering with man received the keys, locked the hatches, of the pumps being choked. The tally of the cargo was impossible. The hatch was We also say firmly that on and after the every night, and assumed on behalf of the the cargo out of the ship into Meyer's go- only opened once, and that through the first day of the seventh month, Shanghai | charterers control of the cargo. When the down was made known to the supercargo. and Hongkong will not send merchandize ship sailed this man took the supercargo's | By the Judge :- At Amoy I went straight to Swatow, and Swatow will not send goods | quarters and did not give up the keys until | on board from the agents with my bills of he reached Hongkong, except once after the lading; I did not examine the cargo, as I We wait until we can see what regulations storm. It was true that this man when would not get it done. After the storm sugar cargo took place be thought some are to be enforced, and the Tsung Li Yamen | outside the harbour said there was another | the weather was fair. The reason why I | light was thrown on it by the conduct of and the Inspector of Customs accept our man coming, but he never said that the did not open the latches was that the dampetition, and then we will acquaint you supercargo was coming. The Captain finally age would have been at the bottom of the that cargoes may be consigned as formerly. Proceeded on his voyage, met with a ship, and I could not have got it up. I of the Captain had not been removed in woman. It appeared that she had hung We merchants, charterers of vessels, and typhoen, get cut up, and after thirteen remember the owner coming down to the any way whatever. He contended that a the articles in question on the mosquito dola, and he expects to reach Tank on the but at the last moment, from some sunconsignees of cargo, are of one mind; we day's knocking about put into Hongkong. Ship: He did not say anything to me Captain under a charter party was not a curtain, and forgetting all about them sent put forth our strength and we call on you He should call Captain Burnie as a witness about Chu Luk. all to be united and not to break through to show in what state the ship was when Christian Rickman deposed that he was the written contract. That laid it on the washerman for them, but he denied all this resolution. If at the ports any with she came in. It was considered necessary second officer of the Auguste. Witness saw other side to prove what they had brought knowledge of the things. She reported the Mahsuds and given up at Shangikot. The avoided. The gunner of the latter vessel. covetous hearts ask you to charter vessels or to discharge the cargo. This man who was the supercargo get the keys from the chief nothing whatever to prove. The case was matter to the police, who went to the shop, send cargo to Swatow, to do so would be to supercargo went on shore, and when asked mate. He heard a conversation between of considerable importance to those carrying but defendant was not there. They got break through the regulations of our trade, if he would telegraph for his master said it the captain and the supercargo, who said, Chinese cargoes, especially with super- him, however, and searched him, when the Razmak to Razmi on the 18th. He expects the way the ship had upon her as much as and we earnestly exhort you to advise such was not necessary: He took very little part when asked about the cargo, that he wanted cargoes—so common here. Such an earnings were found upon-him. A hair-pin to reach the British tetritory on the 19th possible. The Mochany steamed away, only not to do this, even though much money in the discharging of the cargo, although to speak to his master. The captain asked agent had very wide powers. The Captain was afterwards found at the place where he and Bannu on the 22nd. may be gained by doing so. By thus he was present part of the time. The Cap- if he would help him to speak to his master, was not called upon to wait for a mere pas- had been searched. making this resolution we shall hinder the tain thought it was his duty to get the but he said "No." The captain said that senger. It was not made plain to him in Four months' imprisonment with hard Commissioner from fining people, and those cargo but of the ship, and this he did by if he would not take the cargo out he must, any way that this man was the supercargo's labour, the first, and last fourteen days in We need not recapitulate. Under these and in this the Captain pursued the was not sure if the supercargo was on board, whom he was asked to wait for to lose a . . .

new regulations all vessels arriving here ordinary course, and the owner did the during the discharge of the cargo. This will be liable to be fined, which is not to be same in obtaining two surveyors. As to the was done by Chinamen. borne. We have therefore agreed for a 199 bages of uperior sugar, it is a mystery. Let not blame us. We desire regulations | they had denied the ownership he could heard the conversation between the captain figures. They had the report on the under which we can carry on business not understand. If the persons who should and Chu Luk. Alton board called him the other hand of what was available for have known of the quantity put on board supercargo. full when but on board. There was another (Before the Hon. Francis Snowden, Acting seemed to him as a matter of reason and | weather it was very liable to do.

have been entitled to have had. entered into a contract at Amoy with the typhoon season. was properly trimmed. The charterers had inches as she had been jumped out. a man on board looking after the loading. keys of the hatches were not given to him I tasted of salt. n his presence. The supercargo gave nofinished the hatches were battened down. As they expected heavy weather this was that could be pumped away in 11 days. very firmly done. There were three or l the ship was being towed out of the harbour. | the storage of the cargo in their godowns. was to come on board. He did not say perly done. washed away; and masts were cut. The either owner or Captain. as there was nowhere else to go in conse- empty. Witness told the supercargo on supercargo on board that boat. No ship-The Marine Surveyor came on board on the 11th and made a survey. Witness went on I shore to transact business, and then Chu came on board. Witness asked him if his into empty ones. This was on board the not by sea damage, and this, he submitted Lok said "No; only a friend." Witness from .-told him he was ordered to discharge the cargo to get the ship into dock. He said All right: can do." He asked him if he did not want to telegraph to his master at Amov. and offered his services. He said 'No : maskee." He said nothing else.

hands. They discharged the cargo with on the vessel were mending the baskets and was the supercargo. The evidence was their own people. The supercargo was on emptying those which had only a little in most distinct that this man was not the board during the discharge for some time. | them into others. The mate mentioned to witness that some | Li Ayun, similarly employed, corroborat- | be supercargo; and he went further and of the sugar candy baskets were ed the previous witness. Saw Chu Lok almost empty, and when witness told on board the vessel; could not say he was supercargo, the ship was equally liable to the supercargo this, that person merely giving orders as to the cargo. shrugged his shoulders and said "all right." When he was on board he lived in a room | Co., gave evidence as to discharging the which witness gave him. He never heard cargo. He sent tallymen and boats, rethat Leong Cheung was to be the super- ceived the bosts and made records of the ready to start as supercarge, this man to go cargo. He had not the slightest doubt that | cargo. Record in English produced (copy Chu Luk was the supercargo. The ship, of the note witness made), showing for all took a long time to repair. By the Attorney General :- Witness did be ton board, and then came these words | not speak any Chinese. Chu-Luk could speak enough English to make himself understood. He introduced himself as supercargo as per charter weight, and therefore they saying "My belong supercargo; good morn

had condition four at once introduced—that ing, Captain." It was not alone from that the cargo was to be stowed and discharged he judged that he was supercargo. He did at the charterers risk and expense. But not know whether a supercurgo brought the protection of the document for the ship documents on board or not, He did not did not end there. They found at the know personally what became of the keys. bottom of the bill of lading (the words He did wait. It was blowing a fair wind. being inprint) "weight contained unknown" and the would not wait for anybody. 'The and having regard to the particular cha words Chu Luk used were "Man, man ractor of the cargo they had been carrying Captain; by by one Chinaman come." He

Inspector-General of Customs to send an instance in which the very sensible ruling | telegraph for his master at Amoy, but he nomination of this important office till the excepted perils under the bill of lading, and official document permitting us to do as we (of the Judge already referred to) had said "No; maskee," The ship was so vessel was really at sea. Was that like the lif so what? have asked. If the former regulations are been departed from. Where persons damaged that he could not wait longer conduct of a Chinese shipper, was it credestablished it will be well, and the fines enter into a contract to load a ship before discharging the cargo. She might lible. The Captain and second mate said the excepted perils is there any proved at their own risk and responsibility have sunk; but after the cargo was out she | the man represented himself as supercargo, | negligence on the part of the defendants Meanwhile we are compelled to stop our it is only reasonable that the captain, was lighter. He did not open the hatches. His learned friend would attempt to take which might have prevented them? who had no personal knowledge of the The supercargo opened them once with his advantage of the pidgin-English; but he All the Swatow merchants say jointly that matter, should sign the bills of lading permission. Always sounded the depth of believed they would never take "My belong negligence of the Captain, owner or agents because of the affair, from the first day of presented to him by the charter party, water in the ship, which was four to five supercargo" as meaning anything else than the fifth month of the year, they will cease He was bound to take what was repre- feet on the 28th of September. The pumps "I am the supercarge." He laid stress on to charter vessels, and we promptly do- sented to him as being the actual amount | were kept going to Hongkong. The super- the log-look entries which had been put in spatch, this message to the houses of the of goods on board the ship. It was for the cargo neither gave orders nor touched by the Attorney General. He contended various ports asking them from the date of jury to say whether all the goods had gone the cargo. He judged him to be the that the supercargo had lost his head after reception of their letter not to despatch on hoard the ship and whether if so they supercargo by his general supervision of the the accident. It was then the Captain's

By the Attorney General:—He remem-How they got there nobody knew and why bered the captain coming on board, and

was cancelled the whole thing went with it. | covering board is an extraordinary accident.

charterer. The officers and men only took - By Mr Hayllar :- I have not the least | end to the charter party here, and now, part in the loading so far as to give a hand cause to suppose that she was overloaded. with the dunnage and to see that the ship When I saw her she had risen about 18 linstend of \$3,500. That was all that was Chy Luk. He had heard him called inter- salt water about the sugar gandy bags; they place and amount of payment. He claimed

pump with 4 feet of water in the hold.

godown keeper. 🕟

(Chu Luk, recalled by Mr Hayllar) Witness: That was the man who was called the owner of the goods.

the boats, a grand total delivered of 1,773 bags or baskets of sugar candy. Some of the bags of sugar were full, some half-full some empty. All were counted equal. which had come from the Auguste.

ports on the cargo. discharged. I saw the mending going on. I cannot say whether it was not under the instructions of the interpreter. He was

Not accountable for breakage, leakage, on board. He told him it was the super. duty to receive it as it was

supercargo would not or did not act to to save it and the ship as well. If they | Monday next at 10 s'clock. request of the supercargo. There was (Before the Hon. M. S. Tonnochy, Acting nothing to prove negligence. There was no proof of peculation during the storage of the cargo. As to how the larceny of the from that the presumption in favour lery to the value of \$107 from a Chinese

common carrier. They must deal only with | them to wash. She sent a coolie to the making an agreement with Messrs Meyer, and Chu Luk said "Can do." Witness representative and that the passenger solitary confinement, tide for, was the supercargo. .

full cargo of which the Court had the was further remanded to Wednesday next. delivery from the godowns. This brought did not know of the 199 bags, he thought By the Judge :- Chu Luk interpreted be- the question down to, the loss of the bags of sugar candy were perhaps not tween Kwok Hing and witness, and the 466 bags of sugar candy, 572 bags of brown sugar destroyed or absorbed by repacking, view of the matter. They were to have E. Burnie deposed as to making a survey 213 absolutely short delivery, and 6 or Amoy to Tientsin. Driven into Hongkong she was almost a wrock. All her yards and short of delivery. They had the value hours. the question was whether to tranship the sails were gone, only the main and mizzen sworn to unimpeachably. He quoted goods or not. In order to meet the views of [masts left, the rails and bulwarks nearly all. Parsons on Shipping on this point. - As to | both parties an agreement was come to can- carried away, and her stern smashed. He, the law, it might turn on whether there was celling the whole thing for payment of \$750. recommended the cargo to be discharged. negligence or not; but as he put it, the bour for the same offence. If they were liable for the first sum in a He also surveyed the sugar discharged, question did not in any way arise. The certain way, was it reason or common-sense | The lower part of the ship being wet the | case Mr Hayllar had quoted did not apply; to suppose they would have taken the same | sugar candy which was in the apper part | and was ingeniously cited to mislead the responsibility for the latter amount. It might have sweated down, which in hot Court, and the jury. If the sugar was lost labour. · by sea peril, there was not the slightest common-sense that when the charter party | By the Attorney General :-The loss of | doubt that it was covered by the protections or exceptions on the bill of lading; but Any liability of the Captain, whatever it I attribute the loss of the sugar candy that was not the loss they claimed for. might have been, was at once altered and to sweating because it is the most likely | The three grounds on which he claimed to | done away with by the acceptance of the reason. The present is a rather suspicious recover apart from the question of neglig-\$500; in view of the freight which he might | case, certainly: I can't say what quantity of | enco were -- The charter party was not exismolasses they might have pumped out, tent; it was not cancelled, so far as rights Peter Thomsen deposed that he was The ship was loaded to the Plimsoll mark. had grown up under it. Were it so they master of a three masted schooner. He That is deep enough I should say for the had no right whatever to any delivery of the cargo. The agreement was to put an instead of later on at Tientsin, paying \$500 in the agreement. The charter-party stood By the Judge :- There was no trace of as it was with that exception of time and prefer for the first time in Court. The were stained a reddish colour. The others his full rights under charter party. If that failed him he claimed under the bill of By the Jury :-- The 466 bags could not lading. The learned Counsel again quoted tice that the ship was loaded. He spoke have sweated away. The contents of 400 Parsons and Maclaughlin. He had proved English. As soon as the stevedores were bags of brown sugar would not stop the the full shipment of the cargo mentioned in All | the bill of lading. The terms of the charter party he was entitled to translate into the H. F. Meyerink deposed that he was a bill of lading even although the charter four passengers on board. They had a shed partner in the firm of Meyer & Co. He party was non-existent. With regard to over the hatchway. When he got on board remembered the circumstances attending the third position he read authorities to show that even were there no contract, bill Chu Luk said to him another Chinaman. To the best of his knowledge this, was pro- of lading or charter party, he would be of right entitled to have the contract carried supercargo. He waited half an hour after NBy the Attorney General:-I saw the out which the law would imply he made the appointed time, but did not see any process of storage for about a quarter of an | with the shipowner by putting his boat coming. Met a typhoon on the 28th hour. I consider ourselves at liberty to goods on board. Under such a pre-September. Everything moveable was dispose of the goods, without consulting sunted contract he was entitled to full delivery or to damages for short after hatch was opened once after the Wong On, talleyman to Meyer & Co., delivery unless the loss was by the act of storm at the request of the supercargo. I tailied the cargo landed from the Auguste. God or the perils of the sea. The fourth was open about an hour and a In some of the bags landed there were position was that the defendants were half. They, then made for Hongkong, stones, some were half full and others builees for safe carriage. Was Chu Luk quence of the North East mensoon. They the ship of this, who said it would do, there master, acting as this captain had done, arrived in Hongkong on the 10th October. was insurance on it. The goods were deli- | could shift the responsibility from himsel vered into the hands of Kwok Alung, the to Messrs Meyer, or their godown keeper, or any body else. Every act of my agent

By the Attorney General:—The super- of the Captain was, for the purpose of this Luk went ashore without informing him. cargo and his man were on board the ship, case, the act of the Captain. All they had He saw him next after the Marine Surveyor | engaged in emptying the half full baskets | to show was the loss, and that the loss was master had any agent in Hongkong. Chu ship. He could not say where they came they had done. As to the sugar with the ciled paper on it, there was not a tittle of evidence that it had ever been put on board. In conclusion he dealt with the status of the man who was said to be super-By the Judge :- No one was tallying for | cargo. He submitted that there was no act of the plaintiffs that could possibly be Un Him, godown coolie, in the employ taken by those connected with the ship as Witness told him he would take the cargo of Meyer & Co., was the first witness ex- constituting him a supercargo. Nor were in hand not being able to wait. The ship amined after tiffin. He received a cargo, his acts others than those consistent with was making water and entirely broken up. from the first witness and landed the goods his own story, that he was interpreter, Canvas being nailed over outside and the at the godown, giving charge of them to "Shipped by the supercargo," in the log stern washed away. He made an agree- the godown-keeper in the same state as he book simply meant that the shipper had ment with Messrs Meyer to take discharge received them in. There were some stones | performed his part of the contract; it did of the cargo and the storage into their own or crockery in the baskets. Some people not mean that this man, the interpreter,

supercargo, that he was never held out to said that even were he duly constituted as carry out lier contract and deliver the goods Kwok Alun, godown heeper to Mever & safely. There was the strong proof against the idea of this man being the supercargo that his client had another man engaged and merely as interpreter. His Lordship then summed up the case a Sunday afternoon.

to the Jury. Dealing with the question whether the man was supercargo or not be alluded to says there are about a hundred, said that no doubt, in saying "I blong su- but not more, Chinese doctors in Hongkong. percargo" he meant "I am the supercargo." I am inclined to take his estimate before showed the surveyor the cargo, only that But he found him doing no single act as the Governor's, until I see the census papers supercargo on board. He did not think at any rate. Mr Hayllar put in the surveys and re- the question was of much importance. It There are a few other points I should was the Captain's duty to store the cargo like to have said a word about in this great Second mate (recalled.) To the Jury :- I when the ship was brought into port census speech; but it is hardly worth while was on board when the cargo was being damaged. His Lordship read over large writing at this time of day to expose any portions of the somewhat extraordinarily misrepresentation or false reasoning coming conflicting evidence and dealt with the from the same source. It cannot deceive question of how the loss was to be unybody here; it does not now mislead accounted for. The law was, he said, the Colonial-Office Authorities; and if it Mr Meyerink to the Judge :- We sent no that the exceptions in the ordinary full does gain him an empty meed of fulsome Thouseanter Pol. Ann. which arrived here-

1. Was day, and if so, what, portion of the

3. With regard to those losses due

4. Were any part of the losses due to the The finding of the Jury was as follows: -Quest. 1.-Yes, 466 bags of sugar candy. Q. 2.—Yes, 572 bags of brown sugar. Q. 4.—Yes, to the extent of the sugar

A general verdict for the plaintiffs, the value of the sugar candy to be calculated In reply to Mr Hayllar, the Acting Chief

Police Intelligence. Police Magistrate.)

Friday, June 10. TREFT OF JEWELLERY. Chan Akow, a washerman remanded from

The Attorney General claimeds it had | This case was again before the Court tobeen proved that his clients put on board the day, and after some evidence had been taken (Before H. E. Wodehouse, Esq., Police

> STREET GAMBLING. Pun Achat admitted the charge of street gambling; and was fined \$2 or seven days

Magistrate).

Four other Chinamen were each fined \$1 or three days' imprisonment with hard la-

Au Awun, watchman to street gamblers, was fined \$2, or fourteen days with hard

CRUELTY TO ANIMALS. Chu Achan, for having had two ducks suspended by the legs and trailing them along the ground, was fined \$1, or 3 days in Gaol with hard labour.

THEFT OF NAILS. U Aching was convicted on the evidence of a watchman at the Sam-Shui Po Docks of stealing a quantity of nails, and was sentenced to be imprisoned for one month with.

Lu Asze, remanded from 8th June, was fined \$6 or 7 days in Gaol for allowing his cattle to trespass on a Government Plan-

A great number of trilling cases were

before the Court to-day and were disposed of by small fines.

CORRESPONDENCE. THE CHINESE DOCTORS.

To the Editor of the "China Mail.

Hongkong, 9th June. Sir.—I was very much amused with the Governor's speech on the Census returns from beginning to end; but perhaps more than with any other portion of it with that which was devoted to the Chinese doctors. and the thousands and thousands of cases of vaccination they have had on hand here and in China. A friend of mine told me a fact to-day which it is perhaps worth mentioning, in view of the great outcry the Governor has made on this point-made with a view to leading people here and at home to believe that there really was some

value to be properly attached to it. My friend is an old resident here, and has been shaved for the last fourteen years one of the petted race of the Colony,the beards of a large number of other for eigners and has no doubt made money by Being also a man of an ambitious turn of mind this barber has proved himself man above beards, and has dabbled in Chi nese doctor-pidgin, and although still con ducting round the Colony his tonsoria operations, comes out in his new raiment in the Census returns and dubs himself a doctor. How many of Governor Hennessy' famous 333 have sprung into existence in

the same way-? How many of the 333 are, on the other hand, in any sense or meaning of the word doctors, save that they make enough to keep body and soul together in the wretched way they do, by the foolishly-given mites of the silly and the sickly whom they pretend to do something towards curing by their nostrums, being the while as completely ignorant of anything approaching to the medical teaching of the Chinese themselves as they are devoid of any principle of honesty or any feeling of common humanity? such as I here speak are those doctors to be found in the Chinese Recreation ground by those who care to visit that sweet resort on

The barber gentleman I have already

of the wind rising, etc., and as our capital is He should have thought that with these cargo and passengers. Witness had said he case was, -was the Captain guilty of such reasonable precaution of the Captain could have it by all means. It is all the honor. in the boats, who would not, under such | words and the present state of the law that | would start at one o'clock and wasted for | negligence as to render the owners | have prevented then they would give effect | he will get anywhere; and he will have circumstantes be afraid. Moreover to it was impossible to found any claim half an hour beyond that time. If he had diable for damage caused. It was for the to that in their verdict. The words in the ample opportunity after departure from speak of tides and adverse winds, the cargo- whatever against them: A claim had, waited longer he would have lost the tide. shippers to prove such negligence, else their bill of lading weight and contents un- these shores to hob-a-nob with or preach at boats are heavily laden, and from the however, been made, and he would The supercargo had no directions to give. case failed. He quoted from Orloff and logwn, not responsible for loss occasioned the old women who make up that coterio.

TRUTH AND COMMON SENSE.

INDIAN TELEGRAMS. No Indian telegrams were brought on by this mail in the Straits Times Extra. The

following are from our own Indian files :-Simla, May 16. - A shiall party of troops, acting as escort to the survey officers with General Gordon, have been fired on in the Shikto country. One sermy was killed, but with a loss of six men killed. The march Sukhdoo Pass leading into British territory be passing through Singapore about the 10th has been well opened out. General Gordon's column wilf reach Miriag on Wodnesday, and Bannu on the following day, have been for some time back full of praise nesday, and Bonnu on the following day, the 19th instant. General Kennedy will of M'r Ketten's merits as an accomplished

reach Tank about the same date.

A letter from Waziristan says :- "In spite of the Chief Malficks being with General Kennedy, the villages on the route were found all deserted; the women, children, cattle, and everything having been taken into the hills. I believe the tribes men would have fought desperately if they ceded very earnestly for the Waziris, even after he had advised them to submit to the that blood had eventually to be shed."

Simla by the middle of June. health of the troops is good.

received khillats, and returned to their | bound for Amoy, to which port it was deter-Ayub Khan was on his way to Farah, and | the Ocksen, was now no longer visible, and

Bakwa

The weather is warm, but cloudy, May 17 .- Sirdar Alum Khan and his party arrived here the day before yesterday. The same evening Taj Muhammad Khan. Seistani, a Persian refugee of note, who did good service for us in Kandahar, and accompanied our troops to Quetta, started for Persia through Beluchistan: the Shah hav-

ing given him permission to return to In Kandahar all is quict at present; but | The Lapucing will be some weeks refitting, prices are very high, and the people are and we believe it is not yet decided what suffering some hardship in consequence. form and where the enquiry, if any, will be The postal service between Kandahar and

Chaman is working well. A merchant, who was travelling from Kandahar to Herat, is reported to have always in such cases, the other side will returned from Girishk is consequence of a declare that they were right in what they rumour he heard there that the Sartip with did, and only an uninterested court can

some sowars had reached Washir from determine who was in fault. The Ameer's Governor intends, it is said to send 400 Khassidars, one regiment of infantry, and one of cavalry to Zemindawar. immediately.\

Singapore,

(Overland Straits Times, June-2.) H. J. R. M. ironclad Minin and corvettes Zabiaka and Djigitt left the harbour for Cronstadt on Sunday last, There remain here, awaiting orders, the Rusbouril Nauesdnik, and Africa.

A general meeting of the Chamber of Commerce was held on Friday last, in the Exchange Rooms, for the consideration of the question of Indian Immigration into the Native States. A resolution was unanimously passed that H. E. the Governor be requested again to address the Secretary of India, Wire, State for the Colonies to induce him to reconsider his decision, and to recommend Shanghai, demand, to the Indian Government to allow and encourage such immigration under proper Gold Leaf, 994 fine conducive to the welfare and prosperity of the Native States and of this Colony. The Hongkong Bank, 96 % prem. subject is one of great importance and well Union Ins. Soc. of C'ton, \$1,600 per share. worthy of more mature consideration than China Traders' Ins. Co., \$1,700 p. share. seems to have been accorded to it in Down North China Ins. Co., Tls. 1,100 per share. ing Street. The climate of the Peninsula is Yangtsze Ins. Assoc., Ils. 810 p. shure. healthy enough, and exactly suited for the | Chinese Ins. Co., \$312 per share. Indian Coolie, and there is no ground or H.K. Fire Ins. Co., \$1,000 per share. pretence for fearing that he will not have China Fire Ins. Co., \$300 per share. sufficient protection now in the Native H.K. & W. Dock, 51 % prem. States. He will be quite as safe there as in H. C. M. S.-boat Co., \$31 prem. his own country or in this Colony. It is Shar Steam Nav., Tis. 3 per s. nominal. indeed a matter for wonder why the Indian China Coast St. Nav. Co., Tls. 160 p. share. Government should place any difficulty Hongkong Gas Co., 882 per share. whatever in the way of Indian labourers | Hongkong Hotel Co., \$105 per share. coming into this Colony. They want to China Sugar Ref. Co., \$188 p. share. come and they do come of their own accord. much to their own benefit. Two subject of social interest have furnished the main topics of talk during the H.K. Ice Co.'s shares, \$1271 per share. week. One was a Flower Show which was

opened on Tuesday after noon last on the Esplanade, and which has been a great success. The other subject was the issue of invitations by the Ladies of Singapore to a Calico and Fancy Dress Ball to be held in the Townhall early in September next. This coming Ball has naturally enough created some interest and even excitement. being somewhat novel in origin and idea. This not being Leap Year, bachelors are not so alarmed as they might be:

these further words were added in writing, showed him his cabin the first day he came men on board to sewant back. It was our of lading covered all damage by the flattery from the Exeter-Hallites, which no at midnight on 31st May, from Newcastle perils of the sea. If the loss or part of it man of sterling worth or ability would go out Tyne, reports having observed, on the

twenty minutes in the exhibition of the Light on Cape Bon. It was a dark stormy night and such an interruption might have had a serious effect. In twenty minutes the Light was revolving in order. On Friday the 26th May, Mr C. B. Buckley, on behalf of the Receiver of the firm of Messrs. Jaimie and Burkhardt, and Mr I. S. Bond, on behalf of the money-changer, Verasamy, argued their claims before the Chief Justice to the money found in the possession of Juan Parke de Basagoite when arrested The Clifef Justice decided that Verasamy was entitled to live returned to him that portion of the money represented by the dishonored choque for \$7,267.64, and the the Waziris who attacked were driven of xepresentatives of the firm the balance. Messis. John Little & Co., have received otherwise has proceeded quietly; and the a telegram from Batavia, stating that Mr unexplored country between Makin and the Henry Ketten, the celebrated pianist. will

THE LAPWING AND HOCHUNG (Japan Gazette.)

An exteemed correspondent in Hongkong sends us the following particulars concernhad had leaders with them. It may not be ing the accident between the Lapucing and Hochung. He says :-

The Landing wintered at Tientsin and British. Considering the tribe have always put in at Shanghui before proceeding southhoasted of their independence, this action words on route for England. The vesse of Abdurrahman is deserving of all com- left the above port to continue her journey mendation, and it was perhaps unfortunate on the 12th (?) April at an easy and economical speed of above 6 knots. On Colonel Chapman, C.B., Military Se- the night of the 14th, between 10 and cretary to the Commander-in-Chief, and 11 o'clock, a steamer-which afterwards Colonel Low, C.B., are both expected in proved to be the Hochung-was sighted. At. the time there was no wind whatever and May 17 .- General Kennedy's force reach- | the weather clear. About twenty minutes ed Jandola in the Zani Valley on the 16th. elapsed from when the Hochung was first On the 13th he marched from Razmak to seen till she was close at hand. The ships Chu Luk in the rebagging &c. Apart 3rd June, was charged with stealing jewel. Ganjal Some of the Nana Khel Chiefs were then abreast of Ocksen Light, about from the Shaktu Valley submitted on that 13 miles distant, and should have passed day. From Ganjal he has marched to Jan- each other in due course on the port bow; 18th. The Khels have been submitting dur- known cause, the Hoching attempted to ing the march, and a Hindu kidnapped from cross the bows of the Lapung, and it was the British territory was brought in by the at mice seen that a collision could not be who was in charge at the time, ordered the to turn round when it was found that she -A survey escort returning from Shoidar was in a sinking condition. The boats of on the 11th May was attacked by Mahsuds, both were put out, and every soul on the and one seroy of the 20th Native Infantry | merchant, amounting to close on 200, was killed. Six Mahsuds were killed and brought on board the man-of-war. their arms brought in. about 50 minutes after the collision the The reports received from Herat say that | Hochung sunk in 30 fathoms of water, the Ayub Khan is endeavouring to conject noise being as of a whole fleet letting their troops, and is issuing letters calling on the anchors go at one moment. Fortunately, people to regard him as the Champion of the Laputing, though only a wooden vessel, Islam; also that Sirdar Hashim Khan has was making very little water, her forerigbeen ordered to proceed with some cavalry | ging was damaged, and stem cut away. Soon after, when the P. & O. mail, bound to Quetta, May 11. -Travellers from Kanda- | Shanghai, passed, the commander of the manhar say that the Ameer's Governor has sent | of-war, with some difficulty, detained her a force of irregulars to Girishk, and that till other assistance should arrive. This was many of the Alizai Chiefs of Zemindawar | obtained three hours afterwards in one of received \$3350 for carrying this cargo, from, of the Auguste. When he went on board bags of white sugar. That was the quantity in Gaol, with exposure in the stocks for six have recently been into Kandahar and Douglas, Lapraik & Co's steamers, the Thates, mined both vessels should make. Curi-. There was a rumour in Kandahar that ously enough, the light before mentioned, had already sent a force of Herati sowars after the former course had been steered for there. " Hashim Khan was said to be at some time the rocks on which this light are situated were found in dangerous proximi-The same informants say-that Kandahar | ty, proving that this important department itself is quiet, but that the people are com-) of the Chinese Customs is not quite so well plaining of the exactions of the Cabuli worked as its nature demands. After a slight examination at Amoy, the Lapwing It was reported in the city that the again started for Hongkong. Even in this Ameer Abdurrahman had left Cabul for tripshe was unfortunate, as fogs were very prevalent. While in one of them, and proceeding The Poona Horse marched to-day for at a three knot speed, and blowing the horn India; D-B Royal Horse Artillery left every two minutes, on one occasion a large yesterday; the 28th Bombay Native In- steamer was passed bound north. It is fantry arrived here from Pishin this morn- affirmed that this vessel was making no. signal whatever of her approach, and that the two vessels were separated by so short a distance that it appeared to be easy to leap across from one to the other. Unfortunately, there is no means of ascertainly the name of this ship, and so punishing the offenders. This incident serves, however, as an illustration of the carelessness that obtains at sea with sonie captains. The landsman can only wonder that, under such circumstances more accidents, miscalled, do not take place.

Quotations Hongkong, June 10. OPIUM-New Patna, cash, ... \$600cash,... 570 New Benares, cash,... cash.... 560 New Malwa, credit,... 670 Allowance, Taels 32 Old Malwa, credit,... 740 Allowance, Taels..... 16

held. From our information there would

will be exonérated from any blame, still, as

seem to be no doubt that the man-of-war

Exchange. Bank, Wire, ... Demand. 30 days' night, ... -3/8 4 months sight, Credits. Documentary, 4 months' sight, 3/91 demand, Shares.

Do, Debentures, 3 % prem. Chinese Imperial Loan of 1874, nominal.

Temperature.

(Taken at Mesers Falconer & Co.'s Premises. Queen's Road.) Hongkong, June 10.

BAROMETER-4 P.M.... THERMOMETER- 9 A.M.... 83 1 P.M. 4 P.M. ... 84 (Wet bulb) 9 A.M. 77 Do. 1 P.M. 77 Do. 4 P.M. 76 Do. Maximum ... 75 Do. Miniphum over night 78

THE CHINA REVIEW.

FIJHE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication. similar in object and style, but slightly modified in certain, details.

Queries on the Far East, is issued at intervals of two months, each number centaining about 60 octavo pages, occasionally Directory, applications for enrolmen illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance. The publication includes papers original and selected upon the Arts and Sciences.

Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., China, Japan, Mongolia, Tibet, the Eastern Archipelego and the "Far East" generally. A more detailed list of subjects upon which contributions, are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguesc. are admissible. Endeavours are made to present a resumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review

department. Notes and Replies are classified together as "Notes" (head references being St. John's Cathedral (Anglican), above given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Querles proper as brief and as much tothe point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty paged, bi-monthly, repertory of what scholars are ascertaining about China. lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address China Keview, Hongkong. -Northern

Ohristian Advocate (U.S.) Trubner's Oriental Record contains the following notice of the China Review :- "This is the title of a publication; the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging, by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calculta Review. The great degree of attention that has been bestowed of late years. upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps; and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly reditable to their respective authors. In a paper on Dr. Legge's She King, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshuess of style; and an account of the career of the Chinese poot-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to Four Coolies, \$1.00 find a place in its pages also. It is to be Three Coolies, 0.85 on Chinese subjects may evoke a similar. degree of literary zeal to that which was

THE CHINESE MAIL.

displayed during the lifetime of its prode-,

cessor in the field, and that the China Review!

may receive the support necessary to insure

its continuance. The publication is intend-

ed to appear every two months, and will

form a substantial octavo magazine.

day. The aubscription is fixed at Four Two Coolies, Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports. It is the first Chinese Grewspaper ever.

issued under purely native direction. The chief support of the paper is of course derived from the native community. amongst whom also are to be found the guaranters and accurities necessary to place it on a business analogal footing. The, projectors, basing their estimates

upon the most reliable information from the various Ports in China and Japan .from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, - consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of

The field open to a paper of this description-conducted by native efforts, but progressive and anti-obstructive in tonein almost limitless. It on the one hand commands Chinase belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorialswith Local, Shipping, and Commercial Brd Class Cargo Boat or Ha-kan Boat of 300 News and Advertisements. Subscription orders for either of the

above may be sent to GEO. MURRAY BAIN,

China Mail Office.

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NOTICE TO SHIPPERS. Colonial Newspapers received at the office are regularly filed for the inspection of Advettisers and the Public.

Visitors'

We have instituted as an experiment a Visitors' Column, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is con-

sidered likely to prove valuable to per-THE CHINA REVIEW, or Notes and sons passing through the City, and in connection, with we have opened a SELECT HOTEL AND BUSINESS inth which we are new ready to receive.

> List of Public Buildings. Government House, North of Public

City Hall, Library (8,000 volumes) and

Museum,-Free. retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf. General Post Office, Illongkong Club German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St. Government Offices, the Secretariat, &c., near the Public Gardens.

the Parade Ground.

Roman Catholic Carliedral, Wellington

Union Church, Elgin Streets St. Peter's Seamen's Church, West Point. Joseph's (R.C.) Church, Garden

Road, near Kennedy Roal. Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point. E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co.,

Matine House, Queen's Road. Masonic Hall, Zetland Street.

Victoria Recreation Club-Bath-house and Boat-house, &c.,-Praya, beyond the Cricket Ground, beside the City

he Barracks and Naval and Military Store Departments lie to the east ward, and cover a large area.

-Stores, Books, &c.

General Outfitter, Hosier, Tailor, de.-T. N. DRISCOLL, 45 and 47, lucen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts .- G. FALCONER & Co., Queen's Road Central.

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Single Trip. Four Coolies. \$0.60 This paper is now issued every Three Coolies, 0.50 Return (direct or by Pok-foo-lum.) Four Coolies, \$1.00 Three Coolies,

Two Coolies, 0.70 The Return Fare embraces a trip of not more than three hours. For every hour or part of an hour above three hours, each Coolie will be entitled to (e) Yin Singapore, 10 cents. an additional payment of 5 cents.

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or Pullaway Boats, per Day, One Hour. Half-an-Hour, Nothing in this Scale prevents private agree-

FIREET COOLIES. Scale of Hire for Street Coolies. Half Day,.... 20 Three Hours, 12 .. One Hour,.... 5 Nothing in the above Scale to Effect private

AMPREIDADIA.

Hongkong Rates of Postage.

(Revised December 1st, 1880.)

the Rates are given in cents, and are, for They must not exceed the following dimen-Letters, per half ounce, for Books and Patterns, per two ounces. are charged as double, treble, &c., as the tion except to Japan, to which country case may be, but such papers or packets or parcels are forwarded at Book Rates, Regispapers may be sent at Book Rate. Two try being optional. The parcels may b Newspapers must not be folded together as wholly closed if they bear this special one, nor must anything whatever be inserted | endorsement, PARCEL, CONTAINING NO LET-

matter may, however, be enclosed, if the direction of the Postmaster General. whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied

music, dec. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written Public Gardens, a beautifully picturesque paper, it will not be charged less than b The sender of any Registered Article may accompany it with a Return Receipt

on paying an extra fee of 5 cents. The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2

N.R. means No Registration.

Countries of the Postal Union. The Union may be taken to comprise Europe, most foreign possessions in Asia,

Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil Peru, Chili, Venezuela, 'the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries NOT in the Union. - The chie. countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries. General Rates, by any route :-10 cents per 2 oz. ä cents each. Post Cards. Registration, 10 cents. -2 cents each. Books, Patterns and 3 2 cents per 2 oz. Comm. Papers.

There is no charge on-redirected correapondence within the Postal Union. Postage to Non-Union Countries. Hawaiian Kingdom :--Letters.

Registration,

Newspapers. Books & Patterns, 5* West Indies (Non Union) t. Boliviat Costs Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay .

None. Registration. Newspapers, Books & Patterns,

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2: Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2:

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

* A small extra charge is made on delivery. There is Registration to British W. India Islands, 10 cents. Registration via San Francisco: 10 cents.

¶ Cannot be sent via San Francisco. LOCAL POSTAGE.

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(d) Parcels at Book Rates, registry optional. (f) No Parcel Post.

Local Delivery.

1. All correspondence posted before i p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business. 8. Boxholders who desire to send Circu-

and Japan, may deliver them to the Post are crossed). It can then be paid only charged to the sender's account. Each specially crossed to any Bank. batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes centaining Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster, General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packers.

PARCELS.-The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders baving often spent more in Postage than would bave paid the freight by steamer. refund can be made or such parcels of the value of Stamps obliterated before nature of the contents was discovered.

Local Parcel Post.

I. Small Parcels may be sent by Post between any of the Post Offices in or Japan, as well as to Macao, Pak-In the following Statements and Tables hoi, Singapore, Penang, and Malacca. sions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5lbs. The postage Newspapers over four ounces in weight 120 cents per lb., which includes Registraexcept bona fide Supplements. Printed TER, but any parcel may be opened by

> 2. The following cannot be transmitted. Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Questuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is daugerous to the Mails, or likely to become offensive or injurious in transit,

Mail Packet. The Post Office reserves the mission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility senders against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed. 1. No Letter or Packet, whether to be

registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is hable to Customs

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be to small as to make the sample of no value.

3. The limits of weight allowed are as

Books and Papers-to British Offic a 5 lbs.; to the Continent, &c., 4 lbs. Patterns-to British Offices, 51bs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter. The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided :-1. That the sender duly observed all the

conditions of Registration require. 2. That the letter was securely enclosed in a ressonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered. onvelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the disho esty or negligence of any person not in the employment of the Hongkong Post Office.

5 No compensation can be paid for mere which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

l - Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Kenmure Castle Stamps, subject to a charge of one per Schwan cent. for cashing them.

CANTON

Amoy

3. - Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cazh, and a little margin should be reft for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and

returns the change, if any, by first oppor-tunity, with a receipt for the letter, if it were to be registered, as it always should be._ Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails. 1.—No order must exceed £10, or \$50. or include any fraction of a penny, nor will

more than two such orders be issued to the same retson, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day? and paid at the rate of the day when the advice arrived. The commission is as follows:-

Orders on the United Kingdom. Up to £2...... 18 cents. £10 72 ,, Local and Intercolonial Orders. Up to \$25 or £5.....25 cents.

, \$50 or £10 50 ,,

5.—Lists of Money Orger Offices in the United Kingdom may be consulted at Spark Hougkong and Shanghai. 6.-Names must be given in full (except | White Cloud

lars, Dividend Warrants, Invitations, Cards, when there is more than one Christian do., all of the same weight, to addresses in name) but the name of the Payee need not Youal Hongkong, Bangkok, or the Ports of China be given if the order be crossed (as cheques Office unstamped, the postage being then through a Bank, and may afterwards be 7.—No order can be paid till the Payee

> order can be transferred to another office on payment of an additional commission In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions. 8 .- If the order be not presented within

has signed it in the proper place.

six months an additional commission will be charged; if not within twelve months; the money will be forfeited. When the order is once paid no further glaim can be entertained. 9.—No order can be paid until the advice

relative to it has been received. Made out on a printed form which is supplied A dollar rate for drawing on the United King-

dom is in force at Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

4. From Harbour Master's to the P. and O. Co.'s Office.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowleong shore k., and those in the hody of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

5. From P. and O. Co.'s Office to Peddar's Wharf. 1. From Green Island to the Gas Works. 6. From Peddar's Whari to the Naval Yard. 2. From Gas Works to the Novelty Iron Works. 7. From Naval Yard to the Pier. 3. From Novelty Iron Works to the Harbour Master's Office. 8. From Pier to East Point.

Remarks. Destination -Date of Flag and Consignees or Agents. Tons. Vessel's Name. Captain. Steamers Adria 3 c Fairthough Brit. str Atalanta Benalder 4 o Buchanan Brit. K'loon Dock 8 Gibb. Livinguton & Co. Bengloe Webster Brit. To-day 3. Parcels will as a general rule be for Bivouse 2 h Campbell Brit. To-morrow Foochow 8 Geo. R. Stevens & Co. warded by Private Ship, not by Contract Canton 7 c Jaques Brit. Australian Ports K'loon Dock May 21 Geo. R. Stevens & Co. Charlton Brit. fo-day right of selecting the opportunity for trans- | Cheang Hock Kian ... 2 b Webb Brit. at daylight Shanghai Claverhouse 6 c Dugena Brit. To-morrow Euphrates 5 c Mitchell Brit. Tug Ply ng Fame 6 h Stopani Brit. Co-day June 8 Butterfield & Swire is accepted with regard to any parcel, but Glaucus 5 c Jackson Brit. Hollow and Pakhoi at daylight 8 Adamson, Bell & Co. the system of Registration will secure the Greyhound........... 5 h S out Brit. K'loon Dock May 18 Douglas Lapraik & Co. Baileong Bunter Brit. K'loon Dock May 21 Capt. Conner HeronBunje Brit. Pore, Calcutte, &c. 15th, 3 p.m. str. 1865 June 2 David Sassoon, Sons & Japan 5 b Gardner Brit. 12th, daylight *688 June . 8 O. M. S. N. Co. Kang-chi 4 h Marsden Chi. str. N'aski & Yokohama at daylight Moray 5 b Butcher Brit. To-day Coast Ports June " Douglas Lapraik & Co. at daylight Shanghai : * atr. 2015 June 9 P. & U. S. N. Co. Nepaul 2 h Murray Brit. CO-INOPPOW Nordstjernen 4 clensen Dan. BLT. Y'hama & San F'cisco 14th inst. Oceanic 5 c Metcalfe Brit. str. 3703 June New York v. Amoy xfordshire 3-c-fones Brit. atr. 6.2 June 9 Geo. R. Stevens & Co. Penedo 7 c Cain Brit. 12th, daylight Hothow, &c. Ping-on 4 h McCaslin Amer. str. 48 Nov. 24 China Traders' Insurance Co Sea Gull 7 h Haydon mer. str. belat daylight 1230 June 4 Mitsu Bishi M. S. S. Co. Yokobama via Takasago Maru...... 4 c Young Japan. str. To-day Coast Pows 820 June 10 Couglas Lapraik & Co. To-day swatow. do. 876 June 4 ling Kee & Co. Vortigern 3 d'Alexander Brit l'o-mortow 393 June 2 Douglas Lapraik & Co. amoy, dic. Welle 5 h Masamann Ger. Sailing Vessels Albyn's Isle 2 c Surgess Brit. bqe. Foochow. Alex. Newton 4 k Newton Brit. bqe. Amethyst 3 k Slocum Amer. bqe. Cleared Swatow Andress 3 k ayer der. bge 424 June New York Nicolajefak Auguste 8 c Thomsen Brit. 3m.sc. 929. June 9 Eduard Schellhass & Co. London & Hamburg Chefoo Charité 2 c Ruillie Fch. bqe. Manila Philippines. Clarissa B. Carver ... 8 c Dow Amer. . ah. 1144 May 28 Douglas Lapraik & Co. Corea Brit. bqe. Bangkok Flodden 7 c Stroud Brit, bqe. New York H. A. Litchfield 8 c Lanpher Amer. bqe. Philippines H. H. McGilvery 7 c Ford Amer. sh. lavre & Hamburg London & Hamburg Hansa 4 c Deneken Ger. bge. Highlander 2 k Clough Amer. sh. 1352 June Hilds Maria 7 c Tohannsen Ger. bue. 276 June Manila W. Marr 8 c Morse Amer. sh. June 340 June Java Packet 4 c Hansen Brit. bqc New York Jonathan Chase 7, c Coatigan Amer. bqe 216 May 25 iomaten & Co. Tientsin Lochiel 7.c Ewan Brit.3m.sc. bouisa,...... 3 k schierlah Ger. Sm. sc. ^philippin**es** Lucy A. Nickels 7 c Field Amer. sh. Quangai Marie 4 k Hundewadt ... Ger. bqe . 428 May Northern Light 8 c Kenney \tmer. sh Norsemen. 2 1 Conception..... iam. 275/May 81 Landstein & Co. damage to fragile articles such as portraits, Pyrmont.......3 c schröder ler. bqe. 403 May 12 trnhold, Karberg & Co. New York an Francisco watches, handsomely bound books, &c., Rockhurst 1 c Bulford Brit. sh. 1400 June 6 Vogel & Co. San Francisco Rose M. 4 k Black J. Brit. bqe. New York Sarah S. Ridgway ... i c lownsond Amer. bqe. lientsin 9 Carlowitz & Co. Solidor 2 c Roullier Fcb. bqe. Portland St. Vincent / c Thompson Brit. bqe. 9 Melchers & Co. 6 W. H Ray Nicolajefak 3 k Stolze Ger. bqe. 25 Melchera & Co. t e Kaumena Ger. London & Hamburg Therese 7 c Hartmann Dan. bqe. an Francisco 1 arnhold, Karberg & Co. -Woodville 3 c Rodd srit. bqe. Victoria (V. L) Xenia 7 c synoids amor. bqe. 1174 May 741 June 7 Yuen Fat Hong Young Siam 2 h Gomard siam. sh. AOTMAHW Honolulu Hesperia..... 1380/ June 8 Gibb, Livingston & Co. Schroder......Ger. bg. 276 lune 3 siemssen & Co.

Shangbai

Shanghai

Orewes Brit. str. 814 June 9 Slemssen & Co. Oroad Chi. str. 920 June 9 C. M. S. N. Co.

| a. ' | M | en-of-war in H | ongk | cong | Har | bour. | |
|-----------------------------|-------------------------------------|--|---------------------------|------------------|--------------------------|--------------------------------------|--|
| Vessel's Name. | Anchor- Fla | g. Olass. | Tons. | 44144 | H . 1 | Date of Arrival. | Commander. |
| Chen-to Freys Iltis Kestrel | 6 h Chine | an gunboat' | 221 2000 480 462 | 7 8 4 4 | 70 2400 420 100 | May 26 May 2 June 8 Mar. 24 | J. Stewart Paul Kupfer Com. Klausa |
| Meesneo | 6 k Britt 6 h Britt 6 c Britt | sh mulitary hospital sh gunboat sh Commodore's flag-ship | 2591 455 3087 | 4 20 4 | 60 350 | May 11 June 2 | LtCom. M. L. Bridger Commodore Cuming |

CHINESE GUN-VESSELS IN CANTON HONGKONG, MACAO AND CANTON RIVER WATERS, &c. STEAMERS. Guns. H. P. Commander. Tons. Name: Owners. Captain Name. Lin Kusch'ang Butterfield and Swire 700 | Ogston J. Ftewart [chang Chen-to A. Gelley Chien-jui H., C. & M. S. boat Co. . 457 F. Buntard Kin Shan Ching-tuing Chun li ha H., C. & M. S.-boat Co. 617 Benning, T Leung Yiu-ting Kin Kiang . 120 Hai tung-hung H. J. Faunch Hua shan C. M. S. S. Co. Kiang-ping G. Rome 360 | Holmes C. H. Islmer Peng-chou-hal Li Ping-tye H., C. & M. S. boat Co. 1890 | Cary 200 160 H., C. & M. S. boat Co. J. R. Murray Chinese Admiral 120. H., C. & M. S. boat Co. Ching 100 A. Garcest 180 Taing-po K. schoove & Sons M. Johnson 20 libu

| FOOSHOW SHIPPING IN PORT. | wrechant stramber. | A MERCHANT STRAMED S. |
|--|---|---|
| June 7, 1881. MERCHART STEAMERS. Applica for Shanghai Bestedi British steamer Bowen for New York Galley of Lorne for Australia Gleneagles for London | Clevela d British Craiglands British Cyclops British Europe British Fatchoy British Fei Yuen American Foochow British | *Khiva British Kiang-kwan Chinese Kiang-pung Chinese Ravenna British Shanghal British Taiwo British Wha-on British |
| Glenfalloch for London Hector for London Killarney for Australia Menmuir for Sustralia l'echili for Shanghal SHIPPING IN SHANGHAI HARBOUR. | Fung-shun Fung-shun Chinese | Jane Woodburn British brig Mariba British barque Mariba British barque Oscar Vidal British brig Pym British barque Victorine French barque |
| June 3, 1881. - WERGHAMT STRAMERS. *Amoy British Charles British | Hwai-ynen Chinese Iraquaddy French * Since left port, or arrived at Hongkong. | Foxhound H. M. gunboat Swatara U. S. frigate Wolf German gunboat |

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